

MEWAR STATE RAILWAY.

COMPLIMENTARY

Udaipur, dated the 1st September 1944.

From,

C. S. MEHIA, Esq.,
Manager,
Mewar State Railway,
UDAIPUR.

To,

The Finance Minister,
Mewar Government,
UDAIPUR.

Sir,

I have the honour to submit herewith my report for the
Railway financial year 1943-44 on the general adminis-
tration and financial results of the Mewar State Railway.

I have the honour to remain,

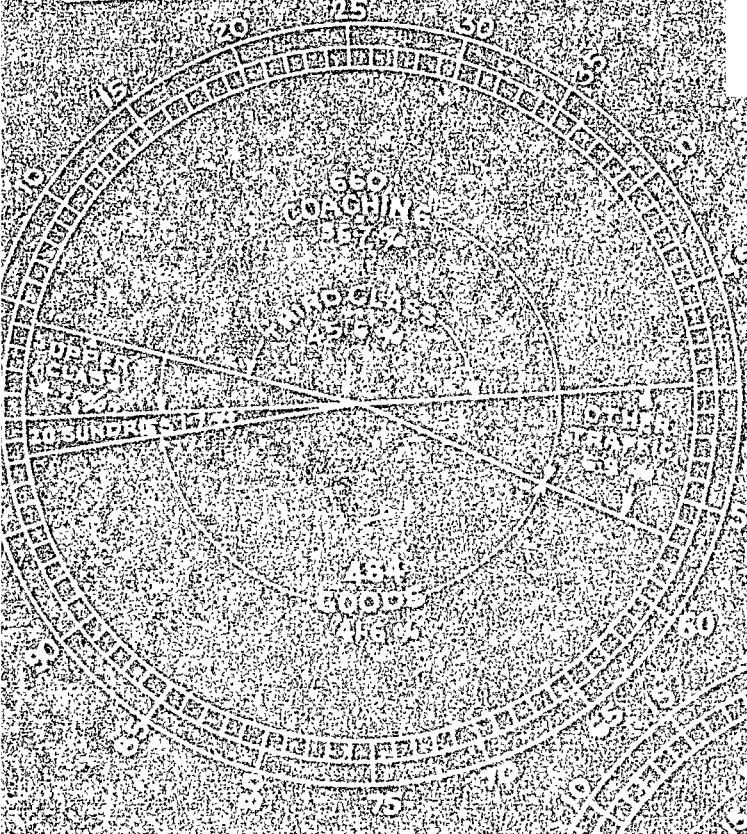
Sir,

Your most obedient servant,

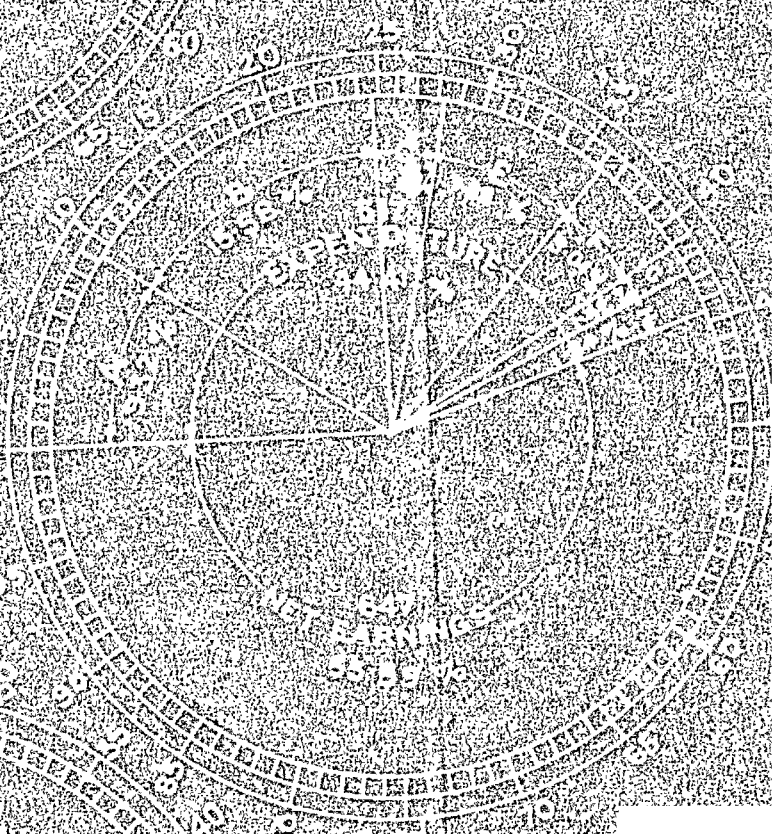
C. S. Mehta,

MANAGER.

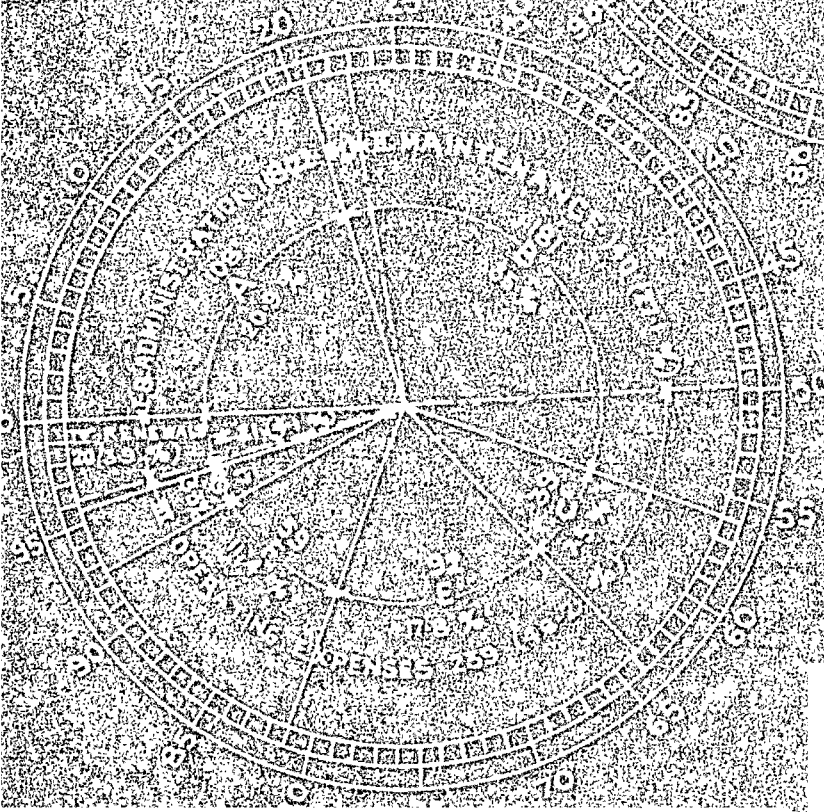
EARNINGS IN THOUSANDS 1964



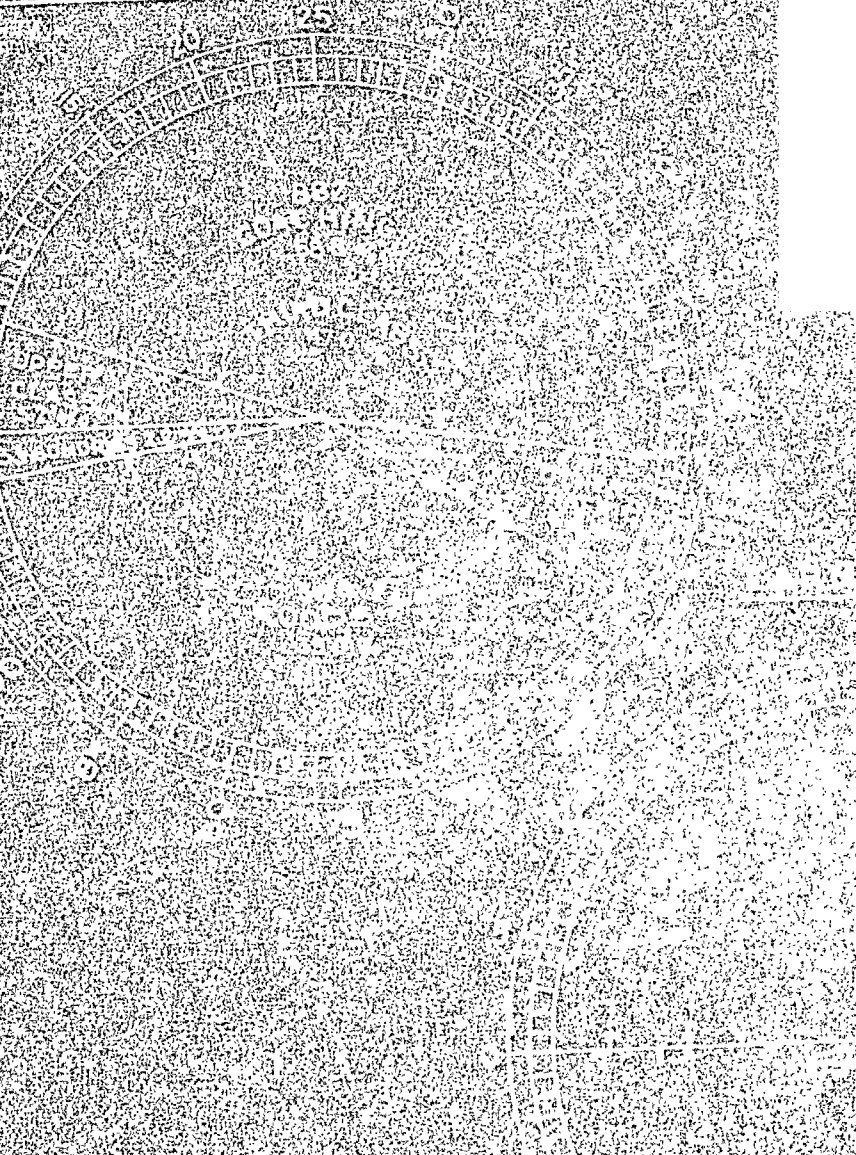
EARNINGS & EXPENDITURE



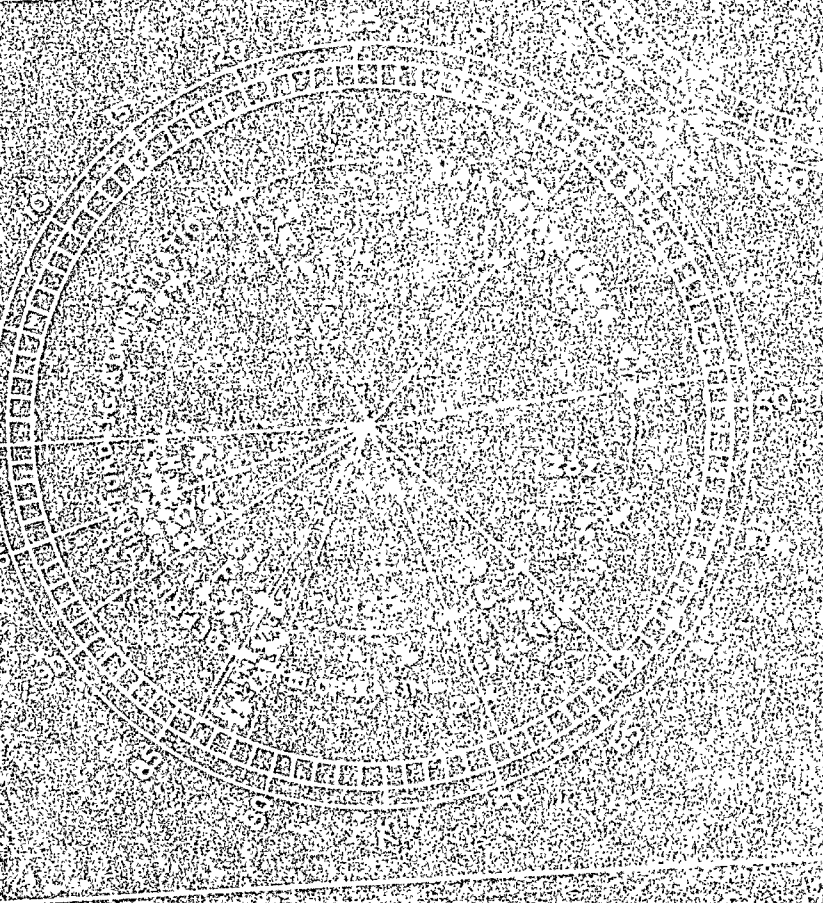
EXPENDITURE IN THOUSANDS 51



WININGS IN THOUSANDS OF POUNDS



WINDS IN THOUSANDS OF POUNDS



FINANCIAL RESULTS OF OTHER WORK

MEWAR STATE RAILWAY

OFFICE: RAIPUR

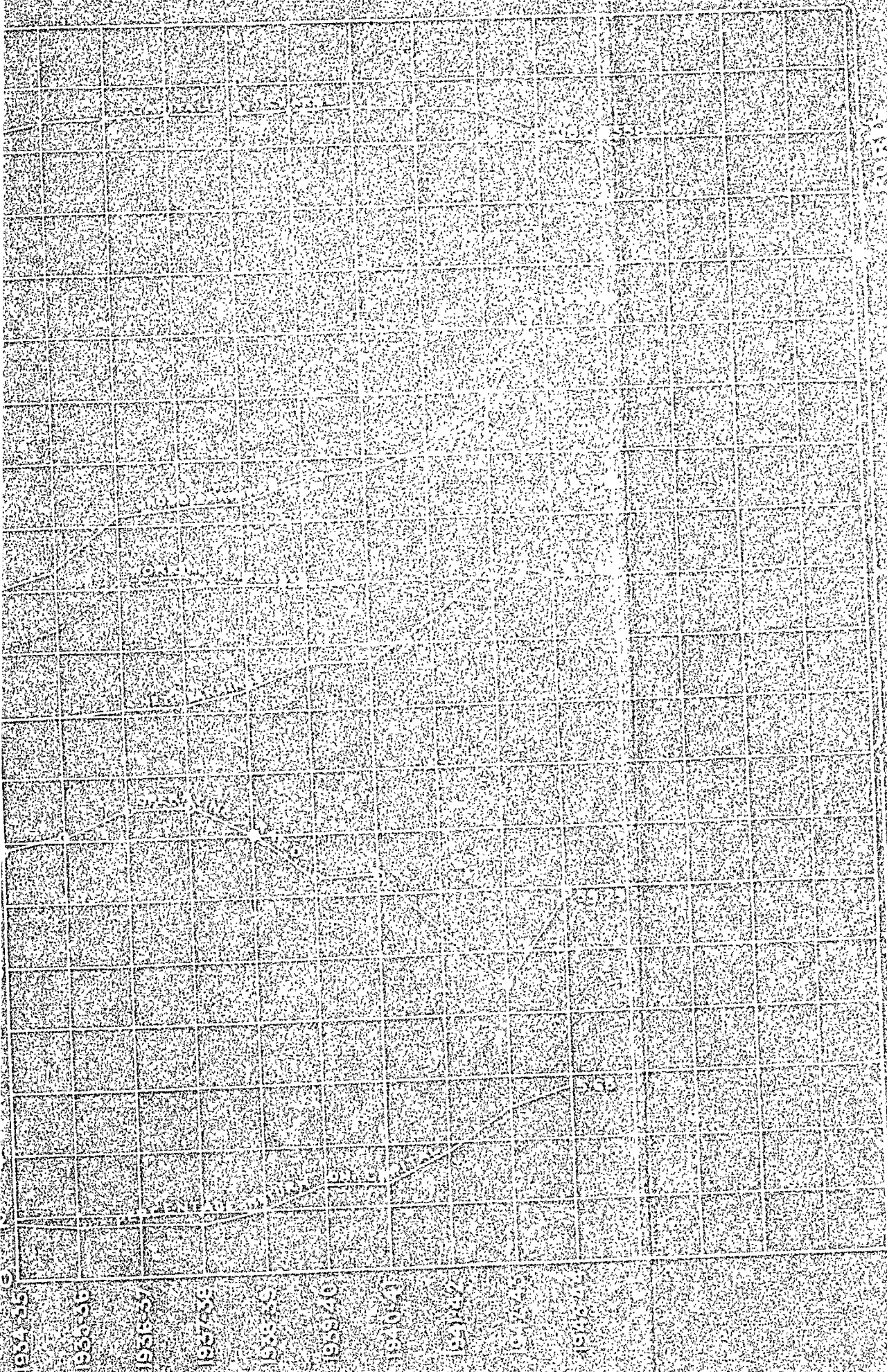


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MEWAR STATE RAILWAY.

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ANNUAL REPORT
1943-44.

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SECTION I.

Report by the Manager.

SECTION I.

Manager's Report

CHAPTER I.

GENERAL REVIEW

The Railway completed the 48th year of its life on the 31st July 1943, and it is gratifying to observe that it has more than maintained its pace of progress. The gross earnings are the highest on record, and the achievements in certain important matters during the year will go a long way in improving the general tone of efficiency and status of the Railway in the subsequent years, as would be observed from the results mentioned in this brief review.

1. Prominent features of operation.—The following statement brings into prominence the most important features of operation of the Mewar State Railway during the year 1943-44 together with similar information for the year 1942-43.

Particulars.	Figures.	
	1942-43	1943-44
<i>Mileage Open—</i>		
1. Single line	145.90	145.90
2. Total route mileage	145.90	145.90
3. Total track mileage	166.77	166.77
<i>Capital and Revenue Earnings and Expenditure—</i>	Rs.	Rs.
4. Total Capital outlay including suspense	1,28,93,396	1,08,04,358
5. Gross earnings	11,63,652	14,99,419
6. Gross earnings per train mile	5.32	7.92
7. Working expenses	5,16,729	8,89,012
8. Working expenses per train mile	2.36	4.70
9. Net earnings	6,46,923	6,10,407
10. Percentage of total working expenses to gross earnings	44.41	59.29
11. Percentage of net earnings on total capital outlay ...	5.02	5.65
<i>Equipment—</i>	No.	No.
12. Locomotives	17	17
13. Passenger carriages	60	60
14. Other coaching vehicles	20	22
15. Goods stock	130	136
<i>Passenger Traffic—</i>		
16. Number of passengers carried	8,65,057	11,12,872
	Miles.	Miles.
17. Passenger miles... ..	3,38,85,362	4,34,63,629
18. Average journey	39.2	39.1
	Rs.	Rs.
19. Earnings from passengers carried excluding refunds.	5,80,019	7,84,017
	Pies.	Pies.
20. Average rate charged per passenger per mile ...	3.28	4.91
	Rs.	Rs.
21. Total coaching earnings	6,59,520	8,81,601
<i>Goods Traffic—</i>	Tons.	Tons.
22. Number of tons carried	79,208	1,10,992
23. Net ton miles	5,374,312	7,052,153
24. Average haul	67.9	63.5
	Rs.	Rs.
25. Earnings from tonnage carried	4,77,319	5,66,091
	Pies.	Pies.
26. Average rate charged for carrying a ton 'of goods per mile	17.30	15.76
	Rs.	Rs.
27. Total goods earnings	4,84,207	5,85,181
28. Miscellaneous earnings	19,925	32,637
	No.	No.
29. Number of employees on 31st March	1169	1165
30. Number of stations on 31st March	19	19

2. **Breaches.**—One of the most important features during the year was the washaways and slips caused on the line owing to heavy rainfall resulting into unprecedented floods and breakage of some of the dams of large tanks in the vicinity of Deogarh Madaria on the 29th and 30th July 1943.

The line was damaged at the following places: —

1. Between Lawa Sardargarh and Charbhuja Road—

1. Breach of 15ft. length between T. P. 41/11 and 12 near bridge No. 132.

2. Between Charbhuja Road and Kuanthal.

1. Slips in cuttings between T. P. 42/2 and 42/10.
2. Breach of 35ft. length between T. P. 50/11 and 12 near bridge No. 182.

3. Between Kuanthal and Deogarh Madaria.

1. Some earth and ballast washed away for 60ft. length between T. P. 52/13 and 14.
2. Slips in cutting between T. P. 56/4 and 15.
3. Breach of 60ft. length between T. P. 57/3 and 4 near bridge No. 218.
4. Breach of 20ft. length between T. P. 57/18 and 19 near bridge No. 223.
5. Breach of 700ft. length and some earth and ballast washed away and permanent way disturbed for another 500ft. between T. P. 58/2 and 22 near bridges No. 224 and 225.
6. Breach of 200ft. length between T. P. 58/13 and 14, and between bridges No. 227 and 228.
7. Breach of 250ft. length between T. P. 58/16 and 17 and between bridges No. 228 and 229.
8. Breach of 30ft. length between T.P. 58/19 and 20 near bridge No. 229.
9. Breach of 175ft. length between T. P. 58/8 and 9 near bridge No. 234.
10. Breach of 10ft. length between T. P. 59/13 and 14 near level crossing No. 107, and some ballast and earth washed for another 500 ft.
11. Breach of 200ft. length between T. P. 61/3 and 4 near bridge No. 247.
12. Breach of 30ft. length between T. P. 61/8 and 9 near bridge No. 248 and some earth and ballast washed away for 200ft. more.

4. Between Deogarh Madaria and Khamblighat.

1. Breach of 300ft. length between T. P. 63/3 and 6, and between bridges No. 254 and 255 and some earth and ballast washed away for 400ft. more.

It was amazing to find the manner in which the track had been damaged and twisted. At places no signs of embankment were left and the rails along with sleepers were unbolted from the bridges and thrown away. The condition on the Ghat section was indescribable. A number of heavy slips had been caused and big boulders had been placed on the track completely blocking the rail road. There were washaways in the two tunnels, and the openings of almost all minor bridges between miles 70 and 76 were closed, and debris had been piled on the track.

The quantity of work involved between Lawa Sardargarh and Khamblighat approximately amounted to 1,000,000 c. ft. of earth work and removal of 25,000 c. ft. of spoils from the cuttings, and the quantity of debris caused by land slides on the ghat amounted to 500,000 c. ft.

Speedy measures for restoring the track in good order were taken and the line opened for traffic on the following dates:—

Lawa Sardargarh to Charbhuja Road Section	...	2nd August 1943.
Charbhuja Road to Kuanthal	... ..	12th August 1943.
Kuanthal to Phulad	... ..	9th August 1943

The total loss on this account amounted to Rs. 95,064-4-0.

3. Railways and the War—This completes another year of adverse circumstances under which the railways had to struggle for maintaining public services in the best possible manner under the prevailing abnormal conditions caused on account of the war.

Although conditions in certain respects improved during the year as compared to the previous years after the commencement of the hostilities, yet owing to labour difficulties in the coal area there was acute shortage of coal, and the railways were seriously threatened. So far as this Railway is concerned, the train services had already been reduced to the minimum ever since the necessity of conserving coal arose, and no further reduction could be made. Fortunately the supplies arrived in time and there was no dislocation in the present train services.

Railways have been working under serious handicaps inspite of the facilities made available by the Lend and Lease Act, and the material for day-to-day working is becoming more and more scarce. The cost of material, particularly of coal has considerably gone up, and it is only by reconditioning and local manufacture so far as practicable, that the cost of operation has been kept down.

Owing to limited train services and the necessity of conserving coal, various restrictions had to be imposed on travel and the carriage of goods and parcels; but it is regretted that the wholehearted support from the public has not been forthcoming in a measure as might be expected. Travel has considerably increased for various reasons, such as disturbed conditions in

some parts of the country, distrust, inflation of currency etc. So far as this Railway is concerned, hardly any relief has been obtained from the road services. In fact even the normal services in existence before the war have been withdrawn, throwing increased burden on the Railway.

4. Post-war Reconstruction.—It is now high time that post-war plans are taken in hand so that they can be immediately put into force as soon as the hostilities are over, to suit the conditions that would then prevail and to avoid confusion and unrest.

One of the vital factors affecting railways would be the coordination of all transport services in the country. So far as this Railway is concerned, it is very important that the road services should be organised so as to act as feeder services and to work in coordination with the railway to prevent unhealthy competition and misery to all concerned. The best solution appears to be that the Railway should enter into the field of road transport and operate these services under its control.

It would be appreciated that in order to function successfully as a public carrier, this Railway will have to fall in line in the matter of rolling stock, engines and other amenities for public, with other railways, and therefore suitable provision should be made so that it might be possible to adopt necessary improvements when time comes. It would therefore be appropriate if a "Reconstruction Fund" is established immediately from the Railway Revenue to meet such expenditure after the war.

Railways will play an important part in the development of the country after the war, and it would be desirable to make plans for future constructions, so that no undue time is lost. The projects that might be usefully considered are (i) Chitorgarh-Kotah, (ii) Udaipur-Himmatnagar, (iii) Mavli-Chhoti Sadri Branch and (iv) Koaria-Saharan Branch. Before undertaking the projects, it would be necessary to have traffic surveys followed by engineering surveys to examine whether there is financial justification for investments being made in each project.

Railways are endeavouring to lay down general rating policy to simplify, and to obtain uniformity which would largely depend on the conditions prevailing after the war, and would take into account briefly the trade interests, cost of operation, and the charges levied by other forms of transport generally. It is, however, anticipated that it would be necessary to increase the existing rates and fares.

The last but not the least important is the question of wages to the staff. The cost of living has considerably increased in all parts of the country, and is bound to remain at the same level, more or less, atleast for some time after the war. It is generally recognised that the standard of living of the staff must be raised, if they are to cope successfully with the conditions prevailing in the Post-war world.

5. War Efforts.—The members of the staff drawing Rs. 30/- and over continued to contribute a day's salary in a month towards the purchase of War Bonds. Those drawing Rs. 300/- and over contributed a day's salary in addition. The total investment on this account from the railway staff upto 31st March 1944, amounts to Rs. 13,994.

A sum of Rs. 470/- was contributed by the staff towards the Red Cross Society fund.

Spare parts for wagons transferred overseas were sent for despatch to overseas.

6. Technical Training Scheme.—This scheme adopted over this Railway in April 1942, was continued with vigour, and the highest number under training during the year was 99, the number sanctioned for this Centre being 93. 72 trainees have so far been transferred to the different civil centres and ordnance factories from this centre. It is, however, regretted that the young men are not taking full advantage of the scheme and coming forward in sufficient numbers to enrol themselves.

The standard of training has been considerably improved, and it is hoped that better artisans would turn out to take up their appointments in the theatres of war and in civil industries.

The Government of India have spent Rs. 69,335 on this centre upto 31st March 1944.

7. Air Raid Precautions.—As this Railway was considered to be outside the danger zone, civil defence measures adopted in the previous years were relaxed and no further structural measures were undertaken.

The various squads formed and put under training were given refresher courses to keep them in form.

CHAPTER II.

Organization.

8. Changes in the personnel of administrative officers.—Mr. C. S. Mehta, Traffic Superintendent, continued to hold charge of the Railway administration as the Acting Manager upto February 1944. His appointment as the Manager was confirmed from the 1st March 1944, and from the same date Mr. S. C. Chatterji, the Acting Traffic Superintendent was confirmed as Traffic Superintendent.

An extension in service of one year was granted to Mr. C. G. Spurgeon, the Auditor, with effect from the 3rd December 1943.

9. Reorganisation of departments.—In order to be able to maintain effective supervision on the various works and to improve efficiency in the maintenance of track generally, the necessity of one more qualified officer in the Engineering department was being felt for some time past. With this object in view Mr. D. K. Sahgal was appointed as probationary Asstt. Engineer, who subsequently left this Railway in November 1943, to join his new appointment in the Public Works Department of the Jaipur State.

The organisation of Stores department was continued during this year. A great deal has still to be achieved, and as soon as more space can be provided, it will be attended to. Stores Audit was overhauled and placed on systematic lines.

CHAPTER III.

Financial Results.

10. **Capital Invested and Return thereon.**—The statement below exhibits capital invested, return on capital outlay, gross earnings and operating ratio for the year 1943-44 with similar figures for the previous year.

Year.	Capital outlay excluding suspense.	Stores suspense.	Total capital outlay including suspense.	Return on total capital outlay.	Gross earnings.	Net earnings.	Operating ratio with Depreciation Reserve Fund.	Operating ratio without the Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1942-43	1,27,52,869	1,40,527	1,28,93,396	5.02	11,63,652	6,46,923	44.41	42.69
1943-44	1,04,91,442	3,12,916	1,08,04,358	5.65	14,99,419	6,10,407	59.29	48.28

11. **Depreciation Reserve Fund.**—As the capital at charge *i. e.* Rs. 1,28,93,396 at the end of March 1943 did not represent the correct position of the investments, the Government were approached to permit adjustment of the capital figure suitably and to allow the Administration to operate upon a Depreciation Reserve Fund to meet the cost of replacements and renewals. The Government vide their order No. 7369 of the 5th May 1944 were pleased to order adjustment of the capital figure at Rs. 1,05,39,687 and allow an yearly contribution of 1/75th of the amount at the debit of the capital to be credited to the Depreciation Reserve Fund by debit to Revenue expenditure.

This has fulfilled the long felt need of a Depreciation Reserve Fund and has placed the State investments on a proper basis representing the true state of affairs.

12. **Gross Earnings.**—An analysis of the gross earnings for the last two years is given below:—

	1942-43	1943-44	Difference.
	Rs.	Rs.	Rs.
Passenger earnings... ..	5,80,019	7,84,017	+2,03,998
Other coaching earnings	79,501	97,584	+ 18,083
Goods earnings from tonnage carried	4,80,763	5,77,136	+ 96,373
Other goods earnings	3,444	8,045	+ 4,601
Sundry earnings	19,925	32,637	+ 12,712

Generally speaking there was increased passenger traffic as would be observed from the figures mentioned above, although there was hardly any tourist traffic owing to the prevailing abnormal conditions.

The increase in goods traffic may be mainly attributed to the increased cross traffic in salt from *via* Phulad to *via* Chitorgarh both from Pachpadra and Kuda Salt Siding; cotton seeds, full pressed cotton and cotton manufactured from *via* Chitorgarh to *via* Phulad, increased export in commodities such as Methi seeds, Jagree etc. increase in sugarcane traffic both inward and local and local traffic in stone and firewood.

There was decline in goods military cross traffic and the normal outward and inward traffic.

The cross traffic may now be considered as having been fairly established by this railway route, and it is expected that even after the war it would be possible to maintain this traffic: in fact with the anticipated flow of normal traffic by this route, there is likelihood of further increase in cross traffic both in passenger and goods.

13. Passenger Traffic Earnings.—During the year under review passenger traffic earnings of the Railway amounted to Rs. 7,84,017 as compared to Rs. 5,80,019 in the previous year.

Class.	Number of passengers.			Earnings.		
	1942-43	1943-44	Difference.	1942-43	1943-44	Difference.
	No.	No.		Rs.	Rs.	
1st Class	1,224	1,753	+ 524	10,146	11,951	+ 1,805
2nd „	7,108	12,140	+ 5,032	29,362	49,251	+ 19,889
Int. „	7,429	14,078	+ 6,649	9,417	17,013	+ 7,596
3rd „	849,291	1,084,901	+2,35,610	5,31,094	7,05,802	+ 1,74,708

14. Goods Traffic Earnings.—The total goods earnings amounted to Rs. 5,77,136 as compared to Rs. 4,80,763 in the previous year *i. e.* an increase of Rs. 96,373.

The tonnage carried is 110,992 against 79,208 in the previous year.

The following table shows tons carried and the earnings derived therefrom.

Tons carried.			Earnings.		
1942-43	1943-44	Difference.	1942-43	1943-44	Difference.
			Rs.	Rs.	
79,208	110,992	31,784	4,80,763	5,77,136	+ 96,373

15. Table of tonnage carried and earnings there-
with similar figures

No.	Commodities.	1942-43.		1943-44.	
		Weight in Tons.	Freight Rs.	Weight in Tons.	Freight Rs.
1	Coal and Coke and patent fuel ...	1,199	2,227	736	1,223
2	Oil fuel	597	5,565	243	2,606
3	Firewood and other fuel	2,454	4,972	4,341	7,493
4	Rice in the husk ... ..	...	...	1	4
5	Rice not in the husk	716	3,751	154	784
6	Gram and Pulses	1,759	7,502	2,096	10,947
7	Wheat	975	5,120	1,088	4,952
8	Jowar and Bajra	7	36	19	64
9	Other Grains	2,309	10,201	5,026	26,073
10	Marble and Stone	7,952	27,786	12,284	39,482
11	Salt	6,605	33,109	9,115	47,028
12	Sugar refined and unrefined	2,205	13,859	3,044	17,387
13	Wood Unwrought	727	2,186	434	1,450
14	Metallic Ores	243	1,937	388	1,886
15	Oil seeds	533	3,052	1,680	14,232
16	Cotton Raw, Pressed	2,589	22,849	2,682	34,591
17	Petrol in Bulk	198	2,981	264	3,941
18	Kerosene oil in bulk	17	139	331	3,337
19	Molasses in bulk	2,020	8,580	1,023	4,509
20	Cotton Raw, Unpressed	177	1,457	271	3,153
21	Cotton Manufactured	1,279	15,516	1,800	20,659
22	Fodder	1,040	6,439	153	5,603
23	Fruits and Vegetables fresh	611	2,236	946	4,547
24	Gur, Jagree, Molasses (not in bulk) ...	589	4,041	1,991	15,379
25	Jute Raw ... ..	...	...	1	2
26	Jute Manufactured ... ..	...	...	...	...
27	Iron and Steel	807	5,496	447	3,548
28	Kerosene oil in tins	351	2,767	224	2,132
29	Petrol in tins	24	320	29	305
30	Tobacco	819	8,956	125	1,070
31	Provisions	1,744	15,106	4,263	24,910
32	Manures of all kinds ... ..	...	...	...	...
33	Other Commodities	30,614	2,23,195	43,035	2,45,858
34	Military Stores	4,072	34,083	3,139	15,438
35	Live Stock	111	363	45	320
36	Railway Materials (Other than Coal and Coke). For Foreign Railways ... ..	...	...	1,269	3,544
	„ Home Line Construction... ..	...	...	...	...
37	Coal and coke on Revenue account ...	919	1,902	4,560	4,556
38	Wood and patent fuel on Revenue account	121	423	7	2
39	Oil fuel on Revenue account	31	189	...	...
40	General Stores and materials on Revenue account	2,794	2,422	3,739	4,121
	Grand Total	77,208	4,80,763	110,992	5,77,136

from.—The table below gives the tonnage hauled and the earnings together for the year 1942-43.

Increase + Decrease —		Remarks.
Weight.	Freight Rs.	
—463	—1,004	Decrease in coal traffic for the public owing to scarcity of coal.
—354	—2,959	Decline in inward traffic from via FLD. and via COR.
+1,887	+2,521	Improved local traffic and outward traffic of various fact ories.
+1	+4	Trivial.
—562	—2,967	Decline in inward traffic from via COR.
+337	+3,445	Increase in local traffic and in cross traffic from via COR. to via FLD
+113	—168	Trivial.
+12	+28	„
+2,717	+15,872	Increased traffic in Methi seeds to via COR.
+4,332	+11,696	Increase in local traffic.
+2,510	+13,919	Increase in cross traffic from via FLD. to via COR. from Kuda Salt Siding and Pachpadra.
+839	+3,528	Increase due to Inward traffic via COR.
—293	—736	Trivial.
+145	—51	„
+1,147	+11,180	Increase in cross traffic from via COR. to via FLD.
+93	+11,742	Increase in outward traffic to via FLD. and cross traffic from via COR. to via FLD.
+66	+960	Trivial.
+314	+3,198	Increase due to inward traffic from via COR.
—997	—4,071	Decrease in local traffic from BSJ. to UD.
+94	+1,696	Increase in outward traffic via COR.
+521	+5,143	Increase in cross traffic from via COR to via FLD.
—887	—836	Trivial.
+335	+2,311	Increase in cross traffic from via COR. to via FLD.
+1,402	+11,338	Increase in outward traffic via COR.
+ $\frac{1}{2}$	+2	Trivial.
...	...	
—360	—1,948	Decline in inward traffic from via COR.
—127	—635	Trivial.
+5	—15	„
—694	—7,886	Decline in inward traffic from via FLD.
+2,519	+9,804	Increase in inward traffic via COR.
...	...	
+12,421	+22,663	Increase in cross traffic and outward traffic to via COR. & via FLD.
—933	—18,645	Decline in cross traffic from via FLD. to via COR. and vice versa.
—66	—43	Trivial.
...	...	
+1,269	+3,544	Increase in Foreign Railway material and stores traffic from via COR. to via FLD.
...	...	
+3,641	+2,654	Increase due to more coal received on Revenue account.
—114	—421	Trivial.
—31	—189	„
+945	+1,699	Increase due to more material received on Revenue account.
+31,784	+96,373	

16. **Analysis of Working Expenses.**—The total working expenses were Rs. 8,89,012 in the year under review against Rs. 5,16,729 in the previous year.

The following table gives an analysis of working expenses by departments.

Departments.	WORKS.	1942-43	1943-44	Difference. Increase or Decrease.
		Rs.	Rs.	Rs.
Engineering ...	Maintenance of way & works.	1,08,428	3,24,097	+2,15,669
Locomotive ...	Maintenance and Renewal of engines, cost of fuel & other expenses attributable to motive power ...	1,81,282	2,31,709	+50,427
Carriage & Wagon ...	Maintenance and Renewal of Carriage & Wagon stock ...	38,771	63,074	+24,303
Traffic ...	Commercial and Transportation	91,734	1,25,076	+33,342
Agency & Others ...	Management, Audit, Medical & Stores ...	58,632	65,650	+7,018
Miscellaneous ...	Law charges, Compensation, contribution to Provident Fund etc.	16,486	35,759	+19,273
Electric ...	Maintenance of electrical general services and telegraph instruments ...	21,396	43,647	+22,251
	Total ...	5,16,729	8,89,012	+3,72,283

Although there has been an increase of Rs. 3,72,283 in the total working expenses as compared to the expenses in the previous year, it would be appreciated that the working expenses have been comparatively kept low by proper control and close supervision.

The increase in expenditure may be generally attributed to:—

1. Creation of Depreciation Reserve Fund.
2. Heavy floods causing serious breaches on the line.
3. Deficit in the grain shop.
4. Bonus of one month's salary paid to the staff drawing upto Rs. 60/- per month.
5. High prices of coal and other stores.

However, a return of 5.65% has been obtained on the present capital outlay.

CHAPTER IV.

New Construction & Engineering.

17. Mileage of lines opened or sanctioned in 1943-44.—Nil.

18. Surveys and lines under construction in 1943-44.—A reconnaissance survey of a railway line from Udaipur to Zawar where prospecting for lead and zinc is being done by the Geological Survey Deptt. of India, was undertaken during the year.

This line will pass mostly through a difficult country with steep gradients and curves. The length of the line will roughly be $27\frac{1}{2}$ miles, and the alignment would approximately be as follows—Jogi Talab—Kitora—Devi Mata—Babermal—Sigbatwada—Balaria.

Approximate expenditure on this account is estimated to be Rs. 27,25,000, and the earnings are estimated to be Rs. 320/- per mile per week yielding a net return of $6\frac{1}{4}\%$ on the outlay.

The construction of this line would largely depend on the development of the lead and zinc mines. Eventually it would be desirable to connect this line with Himmatnagar on the Ahmedabad-Prantiz Branch of the B. B. & C. I. Railway.

19. Lines closed during 1943-44.—Nil.

20. Open line improvements.—The following are the principal improvements carried out, on the open line during the year under review:—

- (i) Raising of platform at Nathdwara.
- (ii) Extension of the Island Station passenger platform at Mavli Jn.
- (iii) Building a new Mohammedan piao at Mavli Jn.
- (iv) Building of a new electric sub-station at Udaipur.
- (v) Providing a new platform at Udaipur Station.
- (vi) Providing a female lockup at Chitorgarh Station.
- (vii) Improvements in the Police quarter at Chitorgarh.
- (viii) Providing verandah to Carriage Examiner's office at Udaipur.
- (ix) Providing a godown for the grain shop at Udaipur.
- (x) Extension of pipe line for watering carriages at Chitorgarh.

21. Relaying.—The programme of Relaying of 5 miles of old track on the Udaipur-Chitorgarh Section with 50 lb. rails, could not be carried out as certain material could not be obtained.

22. Important works sanctioned.—

- (i) Railway Hospital at Udaipur Station.
- (ii) Kitchen, outhouses and store rooms at the New Hospital.
- (iii) Stores office and improvements in Stores yard.
- (iv) Laying of 3" pipe line at Udaipur.
- (v) Watering arrangement at river-side Chitorgarh.

23. **Maintenance of works.**—The permanent way was maintained in good condition during the year by effecting minor improvements in the old track on the Udaipur-Chitorgarh Section. Urgent necessity is being felt for relaying the track on this section, and the earliest opportunity will be taken to relay the whole line as soon as conditions become normal. However, until such time it will be done in bits as the material is available.

All other works viz. the service buildings, staff quarters, bridges, tunnels, and the station Machinery were maintained in excellent condition throughout the year.

24. **Replacements and Renewals.**—Efforts were made to use as much reconditioned material as possible. The renewal of sleepers on the Udaipur-Chitorgarh section mostly consisting of timber sleepers works out approximately to 2.94% during the year. Although it was desired to effect greater replacements, it could not be done for want of material.

25. **Expenditure.**—The increase of Rs. 2,15,669 over that of last year under this head is as shown below :—

	Rs.
(a) General Administration ...	+4,791
(b) Ordinary Repairs & Maintenance ...	+1,15,587
(c) Replacements & Renewals ...	+95,291

(a) General Administration.—The increase of Rs. 4,791 is due to :—

- (i) Salaries of staff including the administrative officers were debited for 11 months only in 1942-43, and
- (ii) the periodical increments to staff.

(b) Ordinary repairs and maintenance.—The increase of Rs. 1,15,587 is due to :—

- (i) Putting the track in order after the breaches.
- (ii) Effecting improvements to track, on Chitorgarh-Kapasin section by putting in rail anchors.

(iii) Larger number of extra gangmen engaged during the monsoon as compared to the previous year.

(c) Replacements and Renewals.—The increase of Rs. 95,291 is due to :—

(i) A sum of Rs. 90,000 having been debited to this head towards the Depreciation Reserve Fund, created during the year.

(ii) The cost of heavier renewals of sleepers for the main and branch lines.

CHAPTER V.

Transportation and Commercial.

(A) Transportation.

26. **Train Miles.**—Statement below shows train miles for the year under review as compared with the corresponding period of the previous year :—

Trains.	1942-43	1943-44	Differen- ce.	Reasons for variation.
	Miles	Miles	Miles	
Passenger ...	121,823	79,335	—42,488	{ Due to cancella- tion and changes in running of certain trains.
Mixed ...	41,882	49,022	+7,140	
Goods ...	49,379	50,048	+669	The difference is trivial.
Departmental ...	4,292	10,907	+6,615	Due to the run- ning of ballast train for breach repairs.
Total ...	2,17,376	1,89,312	—28,064	

27. **Passenger Trains.**—(a) Important changes made.—There were no significant changes in the passenger services. To improve the running slight alterations in the timings of trains had to be made. With the opening of Goramghat as a crossing station, it is expected that running will considerably improve.

(b) Speed and punctuality :—The percentage of passenger trains not losing time compares as under :—

Year.	Passenger trains.	Mixed trains.
1942-43 ...	45	44
1943-44 ...	41	39

The low percentage of trains is mainly due to : -

- (1) 2dn. running late due to B. B. & C. I. Railway trains running late at Chitorgarh, and consequently running of 8dn. mixed was affected.
- (ii) Running of 9 up was partly affected by 8dn. running late and partly due to B. B. & C. I. Railway trains running late at Marwar Junction.

An endeavour is being made to improve running by providing 8dn. and 9 up mixed trains with vacuum in coaches in front.

28. **Goods Trains.**—There was no change in the goods train services. The present services are satisfactory.

29. **Wagon Usage.**—The improvements made in the method of dealing with goods traffic such as increases in load of T. R. Vans, introduction of nominated system of loading, restriction imposed on despatch of small consignments, reduction in number and running of S. R. Vans etc. reported last year, continued to be in force and they have on the whole produced beneficial results and have considerably improved the wagon usage.

Travelling porters on trains were employed to avoid undue detention to wagons.

30. **Operating Position.**—During the winter of 1942-43 while the sugarcane was being moved, the wagon position was very difficult. The Government of India supplied War Department bogie wagons on loan which eased the situation a bit, but they were soon withdrawn in the month of April 1943 for the purpose of being sent to B. & A. Railway.

31. **Wagon Position.**—Owing to acute shortage of wagons movement of non-essential traffic was restricted by foreign railways. Even for essential traffic wagons could not be made available, and open wagons had to be made use of for traffic which ordinarily should be carried in covered wagons.

Wagons are supplied in accordance with the commodities arranged in priority groups, those placed in the lowest priority groups being restricted from time to time when wagon shortage demands this.

32. **Special Efforts made to improve transportation services.**—To meet the increased demand extra goods trains were run to save detention to wagons with the maximum permissible loads. Owing to the restricted services and rush of passenger traffic, restriction was placed on reservation of coaches with a view to provide increased accommodation for the general public.

33. **Joint Stations.**—There was no change in the working of the joint stations, Chitorgarh and Phulad.

34. **Accidents.**—There were no serious train accidents during the year. A few minor accidents had occurred. The details are mentioned in table No. 2 in Appendix D.

(B) *Commercial.*

35. **Alterations in rates and fares.**—

- (a) For Passengers:—The supplementary charge levied on passenger fares, luggage and parcels in previous years was continued.

Concessions in fares usually offered in Christmas, Easter and Dewali holidays were not granted during the year.

- (b) For Parcels :—Due to the serious situation created by the increase in parcel traffic certain restrictions with regard to weight were imposed.

- (c) For Goods—In order to improve wagon usage supplementary charge levied in the previous years was continued. Similarly minimum weight conditions attached to certain class, schedule and station to station rates were also continued, which resulted in an effective decrease in the carriage of "Smalls".

With a view to eliminate uneconomical transport by longer route, special rates were quoted to route traffic *via* Chitorgarh and Phulad and vice versa : for traffic in grains pulses and seeds common *vi* Phulad; for traffic from B. B. & C. I. Railway stations *via* Marwar Jn. to and *via* Chitorgarh; for biddi leaves from *via* Nagpur to *via* Ujjain, Chitorgarh, Phulad and Hyderabad to Karachi; for stone from *via* Chitorgarh for traffic from Shambhupura, Nimbahera and Kesarpura to *via* Marwar Jn. for traffic to certain B. B. & C. I. Railway stations, and for salt from Pachpadra to Bhawani Mandi and *via* Ujjain to Bhilsa and Ganj Basoda.

In order to equalise rates to Karachi and Kiamari with those obtainable to Carnac Bridge station for grain, pulses and seeds, common rates were quoted from stations Nathdwara to Chitorgerh.

Special rates for zinc ore and lead ore were quoted from Udaipur to Konnagar *via* Chitorgarh and Agra East Bank.

Special rates for grain, pulses and seeds common in force from certain stations on Bk. S. Railway to stations on Me. S. Railway were cancelled

The proportions of adjusted class rates between Karachi and Kiamari and stations on this railway were revised.

36. **Coordination of Road and Railways**—It has been the policy in recent times to consider and adopt measures which might result in giving relief to railways by diverting some of the traffic to road transport, but it cannot be said that much relief has been obtained from the road transport in this direction.

37. **Local Advisory Committee.**—Attempts were made to keep contact with the business community and a meeting of the local Advisory Committee was held at which a few important subjects were discussed. As

already stated in previous reports, the success of this experiment would largely depend on the interest taken and the sense of responsibility shown by the non-official members:

It was proposed to hold a meeting of the railway sub-committee of the Price Supply and Transport Board for Rajputana in Udaipur in the month of January 1944, but owing to certain unavoidable circumstances, the meeting had to be postponed.

38. Claims for compensations and refunds.—(a) Claims for compensation—in the year under review, 881 claims have been received against 459 in the last year, or there has been increase of 91.9% which is due to the following reasons :—

- (i) Increase in traffic.
- (ii) Delays and misdespatch in transit due to the abnormal pressure of traffic on railways.
- (iii) Increased use of open stock due to the shortage of covered wagons.

Average time taken in the disposal of a claim works out to 60 days.

- (b) Claims for refunds—377 claims of refunds of overcharges were dealt with against 395 in the previous year. There was a decrease of 18 cases or 4.56%.

The total amount of overcharge refunded was Rs. 5,557 against Rs. 4,494 in the previous year, the increase being Rs. 1,063 or 23.65%

The average time taken in settlement of a claim was 63 days. 40 claims were on hand at the close of the year under review.

The following statement gives some of the details :—

Particulars.	1943-44.
	Rs.
1. Number of cases involving compensation for goods or parcels lost, damaged, carried over as unsettled at the close of the preceding year.	118
2. Number of claims received and reopened for compensation on account of goods or parcels lost; damaged or delayed during the current year ...	681
3. Number of claims referred to in items 1 & 2 settled during the year ...	774
4. Balance outstanding as unsettled at the close of the year	225
5. Net amount paid in compensation (on account of items 1 and 2) Me. S. Rly. proportion	1,192
6. Percentage sum paid in compensation item 5 bore to gross earnings ...	08
7. Average time taken in settlement of claims shown under items 1 and 2 (in days)	60
8. Number of applications received for refunds on goods, tickets and parcels overcharged... ..	385
9. Average time taken in settlement of claims shown under item 8 (in days)	63

(STATEMENT B.)

Particulars.	1943-44.	
	No.	Value.
1. Claims paid on account of goods lost	17	Rs 715
2. do. stolen	127	1,686
3. do. damaged by wet	Nil.	Nil.
4. do. damaged by fire	Nil.	Nil.
5. do. breakage	2	346
6. do. parcels and luggage lost & stolen.	46	835
7. do. other causes	Nil.	Nil.

39. **Important Fairs.**—The following important fairs were held during the year.

(a) Charbhuja Fair was held at Charbhuja from the 10th September 1943, for which the traffic is mainly dealt with at Kankroli and Charbhuja Road stations.

(b) Ramdeo fair was also held at Deogarh Madaria from the 10th September 1943.

(c) Ursa fair at Chitorgarh was held from 9-10-1943 to 14-10-1943.

In addition to these, fairs were also held at Nathdwara, Kankroli, Bhupalsagar and Rikhabdeo via Udaipur, from time to time, which do not deserve any particular mention.

Charbhuja Fair is by far the most important fair in which thousands of pilgrims collect. In addition to the strengthening of train compositions, special trains had to be run, and other suitable arrangements were made for the facility of the public.

There are various advantages which could be derived from such fairs, and it would be useful if cattle fairs could be organised at suitable places. The above mentioned existing fairs also need to be properly organised with a view to provide clean drinking water, good food, adequate accommodation, sanitary arrangements, medical facilities, transport between Railway station and places of pilgrimage, traffic regulations, and this deserves attention of the State authorities concerned.

40. **Canvassing.**—Owing to the prevailing conditions canvassing was generally inactive, although efforts were made through publicity to relieve the railways of non-essential traffic and to save waste of transport.

41. **Collaboration with Provincial Transport Boards and Regional Controller of Railway Priorities.**—Collaboration with the Rajputana Transport Board was satisfactory and harmonious, but the same cannot be said of the Regional Controller of Railway Priorities. It is expected that with the introduction of the scheme of

appointing Regional Controllers of Railway Priorities in Indian States, the present difficulties will be considerably solved, and a better collaboration between Railway Administrations and the Regional Controller of Railway Priorities will be brought about.

42. Special Facilities Offered for the Transport of Specific Commodities.—Special facilities were made available for the carriage of firewood to the cotton factories, which were about to close down on account of non-receipt of steam coal.

43. Expenditure.—The increase of Rs. 33,342 in expenditure under this head is explained below :—

a. General Administration	...	...	+3,578
b. Ordinary repairs and maintenance	,	...	-1,934
c. Operating expenses	...	...	+31,698

(a) General Administration.—Increase of Rs. 3578 can be attributed to :—

(i) Salaries of staff including the administrative officers having been debited for eleven months only in the year 1942-43.

(ii) Periodical increments to the staff.

(b) Ordinary repairs and maintenance—The decrease of Rs. 1934 is due to :—

(i) Lack of fresh supply of station furniture and equipment during the year.

(ii) Credit due to the sale of released station furniture and equipment.

(c) Operating expenses.—The increase of Rs. 31,698 under this head is due to :—

(i) Salaries of staff having been debited for eleven months only in the year. 1942-43

(ii) Periodical increments granted to the staff.

(iii) Increase in the cost of stores, stationery, forms and tickets.

(iv) Loading and unloading charges on account of increase in traffic.

and (v) Arrears of two years of Joint station expenses at Phulad paid to Jodhpur Railway.

CHAPTER VI.

Locomotive, Carriage & Wagon and Electric.

44. **Additions to equipment.—**

(a) Additions to Locomotives :—Nil.

(b) Additions to coaching stock :—

Officers' carriage ... 1

Four-wheeler luggage and brake van ... 1

(c) Additions to goods stock :—

Sugarcane trucks ... 6

(d) Additions to workshop equipment—nil.

45. **Number and tractive effort of Locomotives.—**

A statement is given below :—

Class of Engines.	Total No.	Tractive effort of each lb.	Total tractive efforts lbs.
F.	8	9904	79,232
O. (A)	2	10551	21,102
O. (B)	2	9390	18,780
G.	5	21980	1,09,900
Total ...	17		2,29,014

The anxiety of the Administration about the inadequacy of good locomotives still continues. The O. and F. class locomotives are very old, and need frequent and heavy repairs, thereby increasing the working cost.

The workshop needs complete remodelling to allow more space and better facilities for heavy repairs to engines. The equipment by way of machinery is also considered to be inadequate for the manufacture of several types of spare parts for rolling stock which under the present conditions cannot be had from the market. An effort is being made to obtain the most necessary equipment to deal with the situation.

The workshop machinery plants and other equipment were maintained in good order during the year.

46. **Expenditure.**—(A) Maintenance of Locomotives—The increase of Rs. 50,427 under this head is as shown below:—

(a) General administration	...	...	+2,297
(b) Ordinary repairs and maintenance	...	...	+16,862
(c) Operating expenses	...	...	+7,480
(d) Replacements and Renewals	...	...	+23,788

(a) General administration—The increase of Rs. 2,297 is due to:—

(i) Salaries of staff including the administrative officers having been paid for 11 months only during 1942-43

(ii) Periodical increments to the staff.

(b) Ordinary repairs and maintenance—The increase of Rs. 16,862 is mainly due to:—

Running repairs and periodical and special overhauls effected to some of the engines and the cost of re-tyring.

(c) Operating expenses—The increase of Rs. 7,480 may be attributed to:

(i) Increase in the cost of oil and other consumable stores

(ii) Increased cost in the supply of water to Locomotives.

(d) Replacements and Renewals—Increase of Rs. 23,788 under this head is due to—

A sum of Rs. 2,5000/- less Rs. 1,212/- credit for released material, having been debited towards the Depreciation Reserve Fund.

(B) Maintenance of Carriage and Wagon Stock—The increase of Rs. 24,303 is as explained below:—

(a) General administration...	...	...	+798
(b) Ordinary repairs and maintenance	...	...	-1,480
(c) Operating expenses	...	...	+3,720
(d) Replacements and Renewals	...	...	+21,265

(a) General administration—The minor increase of Rs. 798/- under this head calls for no comments.

- (b) Ordinary repairs and maintenance—The decrease of Rs. 1,480/- was due to—

Less number of passenger vehicles put under periodical overhauls as compared to the previous year.

- (c) Operating expenses—Increase of Rs. 3,720/- was due to:—

(i) Increased number of staff engaged.

(ii) Greater running performed by the rail-cars.

- (d) Replacements and Renewals—Increase of Rs. 21,265 under this head is due to—

A sum of Rs. 20,529/- less Rs. 1,730/- credit for released material, having been debited to this head towards credit to the Depreciation Reserve Fund, against a net credit of Rs. 2,466 in the previous year.

(C). Electric.—Increase in expenditure of Rs. 22,251/- under this head is explained below:—

(a) General administration ...	...	...	+ 82
(b) Ordinary repairs and maintenance ...	...	...	+ 10,526
(c) Operating expenses ...	...	...	+ 6,801
(d) Replacements and Renewals ...	...	...	+ 4,842

- (a) General Administration—Minor increase of Rs. 82/- deserves no comments.

- (b) Ordinary repairs and maintenance—Increase of Rs. 10,526 is due to—

Arrears of charges towards rent etc. to the Government Telegraph department paid during this year.

- (c) Operating expenses—Increase of Rs. 6801 was due to:—

(i) Increase in the cost of train lighting stores.

(ii) Payment of arrears towards electric charges to the State Power House.

(iii) Miscellaneous electric installations.

- (d) Replacements and Renewals—Increase of Rs. 4842/- was due to—

A sum of Rs. 5,000 less Rs. 158/- credit for released material, having been debited to this head towards Depreciation Reserve Fund.

CHAPTER VII.

GENERAL DEPARTMENTS.

47. **Stores.**—The statement below shows the position of stores balances on 31st March 1944, under each of the classes:—

Class.	Amount.
A.	794
B.	5,973
C.	873
D.	823
EA 1.	62,266
EA 2.	2,242
EB 2.	30,246
EB 3.	522
EB 4.	12,549
EB 5.	90
EB 6.	8,165
EC 2.	369
F (1).	8,727
GA	17,932
GB 1	16,629
GB 2.	2,817
GB 3.	8,291
GB 4.	71,897
GB 5.	13,970
GB 6.	5,519
GB 7.	424
GB 8.	3,981
GB 9.	6,449
GB 10.	43,158
GB 12.	43
H.	25,362
Relaying Material.	1,03,842

48. **Traffic Audit**.—A party in charge of the Asstt. Auditor was deputed at the Clearing Accounts Office, Delhi to test audit invoices pertaining to the cross traffic. Valuable work has been done and it is expected that it would considerably help in the routing of traffic by the correct route, and proper apportionment of freight to this Railway in future.

Efforts were made to cope with the increased traffic with the existing staff, and care was taken to see that the Railway received its due proportion.

49. **General Audit**.—The system of accounting in the General Audit has been gradually overhauled, and put on proper basis. It continued to stimulate all round economy and general efficiency:

50. **Statistics**.—It might be repeated what had been mentioned in the previous report, that without a proper statistical branch the day-to-day progress of working cannot be properly judged. The establishment of this branch will doubtlessly entail a certain amount of additional expenditure, but that would be amply compensated by preventing waste and promoting general efficiency.

51. **Medical**.—The unsatisfactory condition of the building of the railway hospital at Udaipur continued to embarrass the Administration. The new hospital is under construction and is expected to be ready shortly. It is also hoped to put up one dispensary on the line for the facility of the staff in the near future.

52. **Police**.—The Railway Police force continued to be in charge of a Superintendent under the Inspector General of Police. On behalf of the Railway Administration, I wish to convey my appreciation for all the assistance rendered by the police authorities during the year.

53. **Expenditure**.—Increase of Rs. 7,018 over that of last year is analysed below :—

(a) General administration ... +7133

(b) Ordinary repairs and maintenance. -115

(a) General administration—Increase of Rs. 7133 was due to :—

(i) Eleven months' salary only was paid to the staff including the administrative officers during the previous year.

(ii) Periodical increase in the salaries of the staff.

(iii) Increase in the cost of medical stores.

(b) Ordinary repairs and maintenance—A minor decrease of Rs. 115/- calls for no explanation.

CHAPTER VIII.

STAFF.

54. **Number and Cost of Staff.—**

Year.	Gazetted.		Non-gazetted,		Total.	
	No.	Cost.	No.	Cost.	No.	Cost.
1942-43	7	39,420	1,162	2,42,996	1,169	2,82,416
1943-44	7	40,320	1,158	2,49,797	1,165	2,90,117
Difference	Nil.	+900	-4	+6,801	-4	+7,701

The net increase is chiefly due to increments, and a month's salary paid as bonus to staff drawing upto Rs. 60/- per month.

55. **Training of Staff.**—(i) Traffic department—Two signallers were sent to the Railway School of Transportation at Chandausi for training as probationary Asstt. Station Masters.

(ii) Loco. & Carr. department—One of the members of the staff sent to Jodhpur Railway for Loco. Inspector's training, returned during the year.

(iii) Audit department—Two men were trained over the Jodhpur Railway for the post of an I. T. A. and a Loco. Accountant.

56. **Grain Shop.**—In order to stabilise the cost of living of the non-gazetted staff and to assist them in obtaining good provision at suitable rates, a grain shop was opened at Udaipur station which also distributed grain and provision to staff on the line once a month. The total deficit on this account upto the end of March 1944, amounted to Rs. 4,897/-.

57. **Bonus.**—The Mewar Government were pleased to sanction a bonus of one month's salary to staff drawing upto Rs. 60/- per month. The expenditure on this account amounted to Rs. 13,390/-.

58. **Railway Staff and the War.**—Release of non-gazetted staff:—

One shunter and one fireman were released from the Loco department. They are at present working as Locomotive drivers with the Defence Department. One clerk was released from the Audit department, who has been trained as an air mechanic and is working with the Defence Department.

59. **Staff Benefit Fund.**—The staff Benefit Fund continued to function during the year, and a sum of Rs 795/- was disbursed towards relief of the indigent members and ex-members of the staff, maternity benefits, scholarships to students, grant to the Railway Institute, Staff Circulating Library etc. Anti-malaria and anti-cholera medicines were distributed free amongst the gangmen and the other inferior staff.

Measures of public health and welfare such as exhibition of magic-lantern slides, lectures etc. were continued during the year.

60. **Railway Institute.**—The Railway Institute continued to make steady progress, although there was a decline in the number of members from 114 to 101.

The annual sports of the Railway took place on the 22nd January 1944.

61. **Staff Circulating Library.**—The Circulating Library continued to serve the staff and 84 books were added to the Library during the year.

62. **Accidents.**—Active steps are being taken to minimize risks of accidents and to educate staff in the 'Safety First' methods.

Statistics of accidents to railway servants are as under.

Year.	Killed	Injured.
1941-42 ...	Nil	Nil
1942-43 ...	Nil	Nil
1943-44 ...	Nil	Nil

During the year under review there was no important accident deserving special mention in this Report.

63. **Workmen's Compensation Act.**—The Mewar Government were pleased to adopt the Workmen's Compensation Act 1923, as modified upto date of the Government of India to the Me. S. Railway.

Compensation paid to the staff during the year—Nil.

CHAPTER IX.

AMENITIES FOR PASSENGERS.

64. **Introduction of New Type of III Class Carriages.**—Nil.

65. **Measures taken to Insure Security of Female Passengers.**—Steps were taken to provide safety bolts in upper class ladies compartments, and for the exclusion of other than bonafide servants from the servants' compartments.

66. **Booking Offices and Out Agencies.**—

(a) Additional booking offices opened—Nil.

(b) Temporary booking offices were opened during the Mela-period and other important occasions at Chitorgarh, Kankroli and Charbhujia Road stations.

(c) Out Agencies opened—Nil.

(d) City booking office opened—Nil.

(e) Any other important steps taken—Nil.

67. **Waiting Rooms and Waiting Halls.**—No additional waiting room was provided during the year. Additional water taps were provided at Udaipur Station.

68. **Vendors' Stalls in Waiting Halls and Platforms.**—The number of additional stalls opened—Nil.

Steps are taken to improve the supply and quality of food provided at the stalls. The quality of food is daily inspected by the Station Masters and occasionally by the Medical Officer as well as by the Departmental Inspector and officers.

69. **Steps taken to make available Maximum Passenger Accommodation in Running Trains.**—Extra third class coaches were provided upto the maximum permissible load on 2dn. and 3up trains between Udaipur and Chitorgarh. Extra carriages were also attached to other trains to clear traffic whenever required.

70. **Conclusion.**—This is a brief review of the working of the Mewar State Railway during the year 1943-44. In conclusion I desire to place on record my appreciation for the whole-hearted cooperation and assistance rendered by all staff, officers, and subordinates throughout the year, and particularly I wish to thank them for the excellent results obtained inspite of many adverse circumstances. I do trust this pace of progress shall be accelerated in the years to come.

MEWAR STATE RAILWAY.

—
ANNUAL REPORT
1943-44.
—

SECTION II.
Capital and Revenue Accounts
(*Financial Statements.*)

MAIN HEADS OF ACCOUNT.									Open Line.
Preliminary Expenses	...	...	...	...	...	...	...	...
Land	...	...	...	...	...	...	...	...
Structural Engineering-Works		...	...	...	...	...	...	...	—19,06,806
Plant	...	...	...	...	...	...	...	...	—5,442
<i>Rolling Stock—</i>									
Locomotive	...	...	...	...	...	...	...	...	—1,29,054
Carriage and Wagon	...	...	...	...	...	...	...	...	—2,17,702
Motor Cars, Rail	...	...	...	...	...	...	...	...	—2,423
								Total	22,61,427

No. VI.

Estimate of further Expenditure on Capital Account.

Main Heads of Account.	Sanctioned. by the Darbar.	Expenditure from commencement of operations to end of the year 1913-14.				Further Expenditure.		
		On line open for Traffic more than two years.	On line open for Traffic less than two years.	On line in course of construction.	Total.	During the following year.	In subsequent years.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses ...	63,313	36,313	...	...	36,313	...	...	...
Land ...	4,583	8,547	...	...	8,547	...	...	...
Structural Engineering Works ...	99,71,067	78,64,223	...	...	78,64,223	...	...	...
Plant ...	3,29,145	1,89,510	...	...	1,89,510	...	...	...
General Charges ...	6,62,156	5,32,271	...	...	5,32,271	...	...	...
	1,10,30,264	86,30,864	...	...	86,30,864	...	...	...
<i>Rolling Stock—</i>								
Locomotive ...	4,48,656	5,69,279	...	...	5,69,279	...	...	...
Carriage and Wagon ...	13,81,883	12,91,299	...	...	12,91,299	...	...	...
Motor Cars, Rail ...	2,500	...	...	...	...	...	...	...
	18,33,039	18,60,578	...	...	18,60,578	...	...	...
Total ...	1,28,63,303	1,04,91,442	...	...	1,04,91,442	...	...	...

No. VII.

Capital Account as on 31st March 1944.

Dr.

Cr.

To Expenditure—				Rs.	By Construction Account—				Rs.
					Open line Me. S. Railway including Marli Phulad Section.				
On open line ...	...	...	...	1,04,91,442	Preliminary Expenses ...	...	...	...	36,31
On Suspense Accounts ...	...	...	...	3,12,916	Land ...	...	...	...	8,54
					Structural Engineering Works ...	...	...	...	78,64,22
					Plant ...	...	...	...	1,89,51
					Rolling Stock ...	...	...	...	18,60,57
					General Charges ...	...	...	...	5,32,27
									1,04,91,44
					Stores, etc. Suspense Accounts ...	...	...	...	3,12,91
Total ...	...	...	...	1,08,04,358	Total ...	...	...	...	1,08,04,35

No. IX.

Dr. Revenue Account for the year.

Cr,

EXPENDITURE.						EARNINGS.					
Year ended 31st March 1943	Per cent on gross earnings.		Abstract.	Year ended 31st March 1944.	Per cent. on gross earnings	Year ended 31st March 1943		Abstract.	Year ended 31st March 1944		
Rs.				Rs.		Rs.			Rs.		
1,08,428	9.32	To Maintenance of Structural Works ...	A	3,24,097	21.62				By Coaching Earnings. X		
1,81,282	15.58	„ Maintenance and Supply of Locomotive Power ...	B	2,31,709	15.45				„ Passenger Traffic--		
38,771	3.33	„ Maintenance of Carr. & Wagon Stock ...	C	63,074	4.21	48,925			Upper Classes ...		78,215
91,734	7.88	„ Expenses of Traffic Dept. ...	E	1,25,076	8.34	5,30,119			Third Class ...		7,04,776
58,632	5.04	„ Expenses of General Departments ...	F	65,650	4.38	80,476			„ Other Traffic ...		98,610
16,486	1.42	„ Miscellaneous Expenses. ...	G	35,759	2.38	4,84,207			„ Goods Earning ...	Y	5,85,181
21,396	1.84	„ Expenses of Electrical Department ...	H	43,647	2.91	19,925			„ Sundry Other Earnings ...	Z	32,637
...	...	„ Renewal and Replacement Expenditure ...		...	...			
5,16,729	44.41			8,89,012	59.29						
6,46,923	55.59	„ Balance, Net Earnings ...		6,10,407	40.71						
11,63,652	100.00	Total ...		14,99,419	100 00	11,63,652			Total ...		14,99,419

N. B.—Percentage of net earnings on Capital Outlay including Suspense to end of previous year=5.02.
Do. Do. Do. Do. upto-date =5.65.

No. X.

Dr. Summary of Working Expenses for the year.

Cr.

					I General Administra- tion.	II Ordinary Repairs and Maintenance	III Operating Expenses.	IV Renewals & Replacement and Appropriation to Deprecia- tion Reserve Fund.	Total.
					Rs.	Rs.	Rs.	Rs.	Rs.
Abstract A	...	...	...	...	21,779	1,84,605	...	1,17,713	3,24,097
„ B	...	...	...	...	10,707	47,942	1,49,273	23,787	2,31,709
„ C	...	...	...	...	5,427	27,422	11,426	18,799	63,074
„ E	...	...	...	...	15,457	132	1,09,487	...	1,25,076
„ F	...	...	...	...	64,936	714	..	...	65,650
„ G	...	...	...	...	30,837	...	4,922	...	35,759
„ H	...	...	...	...	1,603	18,499	18,703	4,842	43,647
Total Working Expenses					1,50,746	2,79,314	2,93,811	1,65,141	8,89,012

Revenue account for the year.

Dr.

Ch.

EXPENDITURE.										EARNINGS.			
YEAR ENDED 31st MARCH 1943.					YEAR ENDED 31st MARCH 1944.					YEAR ended 31st March 1944			
PARTICULARS.					PARTICULARS.					PARTICULARS.			
Per cent on gross earnings.	Total.	Replacements and Renewals.	Ordinary expenditure.	Abstract.	Per cent on gross earnings.	Total.	Replacements and Renewals.	Ordinary expenditure.	Abstract.	Per cent on gross earnings.	Total.		
9.32	1,08,428	Rs. 22,422	Rs. 86,006	A	21.62	Rs. 3,24,097	Rs. 1,17,713	Rs. 2,06,384	X	21.62	Rs. 3,24,097		
15.53	1,81,282	...	1,81,282	B	15.45	2,31,709	23,787	2,07,922		15.45	2,31,709		
3.33	38,771	—2,466	41,237	C	1.21	63,074	18,799	44,275		1.21	63,074		
7.88	91,734	...	91,734	E	8.31	1,25,076	...	1,25,076		8.31	1,25,076		
5.04	58,632	...	58,632	F	4.38	65,650	...	65,650		4.38	65,650		
1.42	16,486	...	16,486	G	2.38	35,759	...	35,759		2.38	35,759		
1.84	21,396	...	21,396	H	2.91	43,647	1,842	38,805		2.91	43,647		
44.41	5,16,729	19,956	4,96,773		59.29	8,89,012	1,65,141	7,23,871		59.29	8,89,012		
55.59	6,46,923	...	...		40.71	6,10,407	...	...		40.71	6,10,407
100.00	11,63,652	...	...	Total	100.00	14,99,419	...	...	Total	100.00	14,99,419

No. XI.

ABSTRACTS OF EXPENDITURE.

ABSTRACT A.

MARCH 1943.

Maintenance of Structural Works.

MARCH 1944.

Amount.	PARTICULARS.	Amount.
Rs.	I.—GENERAL ADMINISTRATION.	Rs.
	1100. <i>Pay and Leave Salary—</i>	
5,148	1110. Administrative and Executive Officers—	6,000
	1120. Subordinate Supervising Staff—	
4,109	1121. Permanent Way	5,553
1,595	1122. Works	2,061
.....	1123. Signal and Interlocking ... ..	.....
.....	1124. Bridge ... ..	.....
3,673	1130. Office Staff—	4,809
	1131. Way and Works ... ..	.....
1,476	1200. <i>Travelling and other Compensatory Allowances</i>	1,883
987	1400. <i>Contingent Office Expenses</i>	1,473
16,988	Total, General Administration ...	21,779
	II.—ORDINARY REPAIRS AND MAINTENANCE.	
	2100. <i>Structural Works—</i>	
	2110. Track (including sidings other than workshop sidings)—	
46,731	2111. Wages of Permanent Gangs { Ordinary ... }	55,930
.....	..... { Special ... }	
.....	2112. Wages of Temporary Gangs { Ordinary ... }	455
606	..... { Special ... }	
.....	2113. Ballast { Ordinary ... }	10,589
4,500	..... { Special ... }	
.....	2114. Permanent Way and other Stores... .. { Ordinary ... }	3,592
3,160	..... { Special ... }	
.....	2115. Earth work { Ordinary ... }	85,484
1,469	..... { Special ... }	
.....	2120. Bridges (other than over and under bridges) { Ordinary ... }	80,67
1,594	..... { Special ... }	
170	2130. Foot and Road over bridges and under bridges ... ..	.....
56	2140. Tunnels	23
58,286	Carried forward ...	1,64,140
16,988		21,779

MARCH 1944

Amount.	PARTICULARS.	Amount.
Rs. 16,988	Brought forward ...	Rs. 21,71
58,286	II.—ORDINARY REPAIRS AND MAINTENANCE.—(Contd.)	1,64,1
	2100. Structural Works—(Contd.)	
	2150. Service Buildings—	
301 } }	2151. Offices	{ Ordinary ... 1 Special
..... } 790 }	2152. Stations	{ Ordinary ... 1,9 Special
..... } 45 }	2153. Running sheds	{ Ordinary ... 3 Special
..... } 420 }	2154. Workshops and Stores... ..	{ Ordinary ... 8 Special
	2155. Electric Power Stations and Sub-stations	{ Ordinary Special
	2160. Residential Staff Quarters—	
..... } 717 }	2161. Rent-returning	{ Ordinary ... 8 Special
1,172 } }	2162. Non-rent-returning	{ Ordinary ... 2, Special
	2190. Miscellaneous—	
..... } }	2191. Service Roads	{ Ordinary Special
3 } }	2192. Other than service roads (fencing, etc.)	{ Ordinary Special
61,734	Total 2100 ...	1,71,
	2200. Equipment—	
1,431	2210. Engineers' tools and plant	
25	2220. Service Motor cars (rail and road) and trollies—	
	2221. Repair costs	
132	2222. Working costs	
346	2230. Furniture and office equipment	
	2240. Station Machinery—	
..... } 52 }	2241. For water	{ Ordinary ... 1, Special
22 } }	2242. Other than for water	{ Ordinary Special
	2250. Signal and Interlocking Works—	
61 } }	2251. Interlocked and Semi-interlocked	{ Ordinary Special
	2252. Non-interlocked	{ Ordinary Special
2,069	Total 2200 ...	3
63,803	Carried forward ...	1,74
16,988		21

No. XI.—Continued.
ABSTRACT. A.—Concluded.
Maintenance of Structural Works.

MARCH 1943.

MARCH 1944.

Amount.	PARTICULARS.										Amount.	
Rs. 16,988	}	Brought forward										Rs. 21,779
63,803												17,4,670
II. ORDINARY REPAIRS AND MAINTENANCE.—(concl'd.)												
1,461	2400.	Plantations, Nurseries and Gardens								...	1,878	
	2500.	New Minor Works—										
2,856	2501.	Original Works or additions								...	3,460	
11	2502.	Replacements								...	3,423	
2,867											Total 2500	6,883
887	2600.	Miscellaneous Expenses—										1,174
.....	2601.	Carriage of revenue stores								...	.....
.....	2604.	Loss of Stores—Depreciation or Deterioration								...	.....
887											Total 2600	1,174
69,018											Total, Ordinary Repairs and Maintenance	1,84,605
IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND OR REPLACEMENTS AND RENEWALS.												
	4100.	Structural Works—										
23,402	4101.	Track (Running lines, sidings and yards)								...	31,827	
2,488	4102.	Bridges and works incidental thereto								...	3	
.....	4104.	Service Buildings								...	.....
.....	4107.	Miscellaneous								...	.....
25,890											Total 4100	31,830
	4200.	Equipment—										
.....	4201.	Station Machinery								...	.....
60	4202.	Signal and Interlocking								...	.....
.....	4203.	Service Motor Cars and Trolleys								...	.....
.....	4204.	Miscellaneous								...	.....
.....											Total 4200
—3,528	4300.	Credits for released materials								...	—4,117	
22,422											Total, Replacements and Renewals	27,713
.....	4400.	Net appropriation to Depreciation Reserve Fund								...	90,000	
1,08,428											Total Abstract A	3,24,097
Depart- mentally.												
Miles.	Mean Mileage Maintained by Revenue—											
145·900	Railway Line, Single		...								145·900	
20·870	Sidings		...								20·870	
166·770												166·770
Rs. 648·02	Cost per mile of track, including sidings										1940·700	

MARCH 1944.

Amount.	PARTICULARS.	Amount.
Rs. 8,410		Rs. 10,707
24,517	Brought forward	41,407
	II.—ORDINARY REPAIRS AND MAINTENANCE.—(concl'd.)	
	2200. <i>Equipment—</i>	
	2210. Machinery & Tools—	
128	2211. Shed machinery and tools	131
138		352
82	2212. Wages of pump fitting staff, pumps, materials and tools for pumps	148
1,924		949
575	2213. Workshop machinery (out-turn from manufacture suspense)	735
3,671		4,155
8	2230. Furniture and Office Equipment	32
36		30
6,562	Total 2200	6,532
	2300. <i>New Minor Works.—</i>	
.....	2301. Original Works or Additions	.....
.....	
.....	2302. Replacements	.....
.....		2
.....	Total 2300	2
31,079	Total, ordinary Repairs and Maintenance	47,941
	III.—OPERATING EXPENSES.	
8,592	3100. <i>Running Staff.—</i>	
3,634	3101. Wages of Loco Crews	9,479
3,378	3102. Mileage and overtime	4,154
18	3103. Wages of shed and yard cleaning staff	4,172
15,622	3104. Contingent charges including clothing	14
	Total 3100	17,819
	3200. <i>Fuel.—</i>	
1,09,930	3210. Coal—	
.....	3211. Indian	1,05,119
.....	3220. Patent Fuel	.....
.....	3230. Oil Fuel	.....
97	3240. Wood and Other fuel	56
	3250. Freight on fuel—	
.....	3251. Sea and Foreign Railway...	.....
.....	3252. Home Railway	.....
226	3260. Handling charges on fuel	567
.....	3270. Loss of fuel	.....
1,10,253	Total 3200	1,05,742
1,25,875	Carried forward	1,23,561
39,489		58,648

No. XI.—Continued.
ABSTRACT B.—Concluded.

Maintenance and Supply of Locomotive Power.

MARCH 1943.

MARCH 1944

MARCH 1945.		PARTICULARS.										Amount.
Amount.												Amount.
Rs.												Rs.
39,489	}	Brought forward										58,64
1,25,875												1,23,56
III.—OPERATING EXPENSES.— <i>Concl'd.</i>												
10,406	3300.	Water ...	...	...	...	...	...	...	...	...	14,12
5,324	3400.	Oil, Tallow and other stores	...	...	...	...	...	...	...	...	8,58
	3500.	Payments to other Railways—										
.....	3503.	Hire of Locomotives	...	...	...	...	...	...	...	...	.....
	3600.	Miscellaneous Expenses—										
188	3601.	Carriage of Revenue Stores excluding fuel	...	...	...	...	...	...	...	...	18
.....	0602.	Loss of Cash ..	...	...	...	...	...	...	...	...	.....
.....	3603.	Loss of stores...	...	...	...	...	...	...	...	...	2,7
.....	3604.	Loss of stores due to Depreciation or Deterioration	...	...	...	...	...	...	...	...	.....
188									Total 3600	...	2,9	
.....										
1,41,793									Total, Operating Expenses	...	1,49,2	
IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND OR REPLACEMENTS AND RENEWALS.												
	4100.	Steam Locomotives—										
.....	4101.	Workshop Charges	...	...	...	...	...	...	...	...	.....
.....	4102.	Other Charges and adjustments	...	...	...	...	...	...	...	...	.....
.....									Total 4100	...	.....
	4200.	Steam Loco. Boilers—										
.....	4201.	Workshop Machinery	...	...	...	...	...	...	...	...	.....
.....	4202.	Other Charges	...	...	...	...	...	...	...	...	.....
.....									Total 4200	...	.....
	4300.	Equipment—										
.....	4301.	Workshop Charges	...	...	...	...	...	...	...	...	.....
.....	4302.	Running Shed Machinery	...	...	...	...	...	...	...	...	.....
.....	4303.	Service Motor Cars	...	...	...	...	...	...	...	...	.....
.....									Total 4300	...	.....
	4400.	Credits for released materials—										
									Total, Replacements and Renewals	...	—1,2	
	4500.	Net appropriation to Depreciation Reserve Fund.—										
										...	25,0	
1,81,282									Total Abstract B.	...	2,31,709	

ABSTRACT C.

MARCH 1943.

Maintenance of Carriage and Wagon Stock.

MARCH 1944.

Amount.	PARTICULARS.	Amount.
Rs		Rs
	1.—GENERAL ADMINISTRATION.	
	1100. <i>Pay and leave salary.</i> —	
.....	1110. Officers— ... ..	.....
2,200	1111. Administrative	2,400
.....	1120. Subordinate Supervising Staff—	
1,990	1123. Running	2,680
.....	1130. Office Staff ... ..	.....
152	1200. <i>Travelling and other compensatory allowances</i>	24
287	1400. <i>Contingent Office Expenses</i>	323
4,629	Total, General Administration ...	5,427
	II.—ORDINARY REPAIRS AND MAINTENANCE.	
	2100. <i>Coaching vehicles.</i> —	
	2110. Running repairs—	
307	2111. Work done on sick lines and train examining stations ...	Wages ... 482
1,600		Materials ... 3,351
30	2112. Work done in Workshops for sick lines	Wages ... 107
179		Materials ... 267
	2120. Workshop repairs (out-turn from manufacture suspense).	
	Passengers Carriages—	
7,205	2121. Periodical overhauls	Wages ... 5,600
15,838		Materials ... 8,009
2	2122. Special repairs	Wages ... 24
2		Materials ... 34
26	2123. Petty repairs	Wages ... 19
151		Materials ... 127
.....	2124. Other repairs	Wages
.....		Materials
80	2130. Workshop repairs (out-turn from manufacture suspense) Other coaching Vehicles (tourist cars and restaurant cars)—	Wages ... 50
1		Materials ...
25,417	Total 2100 ...	20,070
	2200. <i>Rail Cars.</i> —	
56	2220. Internal Combustion engine propelled	Wages ... 22
36		Materials ... 60
92	Total 2200 ...	82
25,509	Carried forward ...	20,152
4,629		5,427

No. XI.—Continued.

ABSTRACT C.—Continued.

Maintenance of Carriage and Wagon Stock.

MARCH 1943.

MARCH 1944.

Amount.	PARTICULARS.										Amount.
Rs											Rs
4,629,	Brought forward ...										5,427
25,509											20,152
II.—ORDINARY REPAIRS AND MAINTENANCE.—(Concl'd.)											
2300. Goods Vehicles.—											
2310. Running repairs—											
257	}	2311. Work done in sick lines	...	...	...	...	{	Wages	...	—77
329								Materials	...	568	
20	}	2312. Work done in workshops for sick line	...	...	...	...	{	Wages	...	2
102								Materials	...	11	
2320. Workshop repairs (out-turn from manufacture suspense)—											
952	}	2321. Periodical overhauls	...	...	...	...	{	Wages	...	1,912
773								Materials	...	2,296	
95	}	2322. Special Repairs	...	...	...	...	{	Wages	...	1
36								Materials	...	1	
1	}	2323. Petty repairs	...	..	...	...	{	Wages	...	.....
7								Materials	...	.....
.....	}	2324. Other repairs	...	...	...	...	{	Wages	...	.....
.....								Materials	...	.....
2,572	Total 2300										4,714
—110	2400. Payments and receipts from Foreign Railways on account of damages to and deficiencies in interchanged stock										730
2500. Equipment—											
190	}	2510. Machinery and Tools—	...	...	...	...	{	Wages	...	455
646								Materials	...	1,343	
.....	}	2511. Work done in sick lines	...	...	...	...	{	Wages	...	.....
.....								Materials	...	.....
.....	}	2512. Work done in workshops	...	...	...	...	{	Wages	...	.....
.....								Materials	...	.....
38	2530. Furniture and office equipment										3
874	Total 2500										1,801
2603. New Minor Works—											
.....	}	2601. Original Works or additions	...	...	...	...	{	Wages	...	.....
.....								Materials	...	.....
28	}	2602. Replacements	...	...	...	...	{	Wages	...	25
29								Materials	...	.....
57	Total 2600										25
28,962	Total, Ordinary Repairs and Maintenance										27,422
33,531	Carried forward										32,849

MARCH 1944

Amount.	PARTICULARS.	Amount.
Rs.		Rs.
	I.—GENERAL ADMINISTRATION.	
	1100. <i>Pay and leave salary—</i>	
	1110. Administrative and executive officers—	
3,267	Traffic Supdt. and Assistant	4,20
2,727	1120. Subordinate supervising staff	3,54
4,843	1130. Office staff	6,41
292	1200. <i>Travelling and other compensatory allowances</i>	51
750	1400. <i>Contingent Office Expenses</i>	71
.....	1500. <i>Share of expenditure of Wagon Interchange Office</i> ... ..	.....
11,879	Total, General Administration	15,41
	II.—ORDINARY REPAIRS AND MAINTENANCE.	
	2100. <i>Equipment—</i>	
1,461	2101. Office and station furniture and equipment	—3
605	2102. Tarpanlins, wagon covers, etc.	5
2,066	Total, Ordinary Repairs and Maintenance	1
	III.—OPERATING EXPENSES.	
	3100. <i>Pay, wages and allowances—</i>	
1,975	3101. General Operating staff (Inspectors canvassers, etc.)	2,161
26,498	3102. Station staff	33,194
5,796	3103. Train staff	7,397
2,289	3104. Mileage and overtime of train staff	2,971
1,137	3105. Travelling ticket examining staff	1,260
1,895	3106. Travelling and other compensatory allowances to line staff, traffic inspectors and canvassers, etc.	2,895
39,590	Total 3100	49,878
39,590	Carried forward	49,878
13,945		15,589

No. XI.—Continued.
ABSTRACT E.—Concluded.
Expenses of Traffic Department.

MARCH 1943.

MARCH 1944.

Amount.	PARTICULARS.							Amount.
Rs.								Rs.
13,945	Brought forward ...							15,589
39,590								49,878
III.—OPERATING EXPENSES.— <i>concl'd.</i>								
3200. <i>Stores, Stationery, Forms, etc.—</i>								
3,310	3201.	Fires, lights and general stores for stations and traffic yards	...	...	...	...	4,753
59	3202.	Water and general stores in trains	...	...	...	...	1
2,160	3203.	Clothing	...	...	...	...	2,138
6,721	3204.	Stationery, Forms and Tickets	...	...	...	...	10,789
12,250	Total 3200						17,681	
3300. <i>Expenses on handling, collection and delivery of goods—</i>								
3,687	3301.	Loading and unloading charges	...	...	...	...	.....
3,687	Total 3300						5,264	
663	3400.	<i>Expenses at out-agencies</i>	...	...	...	...	715
3500. <i>Payments to other Railways—</i>								
Receipts & Charges								
6,216	3501.	Traffic expenses at joint stations	...	...	...	...	18,001
5	3502.	Rent of stations jointly occupied	...	...	...	...	3
2,611	3503.	Payment for Running Powers	...	...	...	...	7,371
8,832	Total 3500						25,375	
11,646	3600.	<i>Conference hire and penalty charges on Interchanged stock</i>	...	...	...	...	9,472
944	3700.	<i>Compensation for goods, etc., lost or damaged</i>	...	...	...	...	947
3800. <i>Miscellaneous Expenses—</i>								
177	3801.	Carriage of revenue stores	...	...	...	...	155
77,789	Total, Operating Expenses						10,9487	
91,734	Total Abstract E.						12,5076	

No. XI.—Continued.

ABSTRACT F.

Expenses of General Departments.

MARCH 1943.

MARCH 1944.

Amount.	PARTICULARS.						Amount.
Rs.							Rs.
.....	I.—GENERAL ADMINISTRATION.						.....
.....	1200. Charges in India for Government supervision, control and audit						.....
	1300. Manager's Office—						
	1310. Pay and leave salary—						
18,398	1311. Administrative and Assistant Officers	...	...	...	...	...	10,3
3,562	1312. Office establishment	...	...	...	...	...	5,5
530	1320. Travelling and other compensatory allowances	...	...	...	...	...	4
993	1340. Contingent office expenses	...	...	...	...	...	15,
	Statistical Office						
	1310. Pay and leave salary—						
.....	1311. Administrative and Assistant Officers	...	...	...	...	...	.....
.....	1320. Travelling and other compensatory allowances	...	...	...	...	...	.....
.....	1340. Contingent office expenses	...	...	...	...	...	.....
23,483	Total Agency Department and Statistical Branch						17,1
	1400. Accounts and Audit Department.—						
	1410. Pay and leave salary—						
7,375	1411. Gazetted officers	...	...	...	...	...	10,6
10,879	1412. Office establishment	...	...	...	...	...	14,4
1,068	1413. Out-door inspection and verification staff	...	...	...	...	...	1,
276	1420. Travelling and other compensatory allowances	...	...	...	...	...
1,560	1440. Contingent office expenses	...	...	...	...	...	1,
.....	1470. Share of Railway Clearing Accounts Office	...	...	...	...	...	.....
21,158							27,
44,641	Carried over						45,4

MARCH 1944.

Amount	PARTICULARS.	Amount.
Rs 44,641	Brought forward ...	Rs. 45,477
	I. GENERAL ADMINISTRATION—(Concl'd.)	
	1500. Stores Department—	
	1510. Pay and leave salary—	
1,789	1511. Gazetted staff	2,050
813	1512. Subordinate supervising staff	1,033
2,404	1513. Office establishment	3,251
131	1520. Travelling and other Compensatory allowances	458
253	1540. Contingent office expenses	1,052
5,390	Total 1500 ...	7,844
	1600. Cash and Pay Department.—	
2,762	1610. Pay and Leave Salary	3,684
127	1620. Travelling and other Compensatory allowances	168
64	1640. Contingent office expenses	174
	Payment to Bankers ... ..	.....
2,953	Total 1600 ...	4,026
	1700. Medical Department.—	
2,141	1710. Pay and Leave Salary	2,527
455	1720. Travelling and other compensatory allowances	415
282	1740. Contingent office expenses	368
1,724	1770. Drugs, instruments, medical and surgical appliances for Railway hospitals and dispensaries	3,067
44	1780. Sundry items	369
4,646	Total 1700 ...	6,746
173	1900. Miscellaneous expenses	843
57,803	Total, General Administration ...	64,936
	II.—ORDINARY REPAIRS AND MAINTENANCE.	
829	2100. Equipment	714
829	Total, Ordinary Repairs and Maintenance ...	714
58,632	Total, Abstract F. ...	65,650

No. XI.—Continued.

ABSTRACT G.

MARCH 1943.

Miscellaneous Expenses.

MARCH 1944.

Amount.	PARTICULARS.										Amount.
Rs.	I.—GENERAL ADMINISTRATION.										Rs.
52	1100.	Law Charges	...	...	...	...	...	...	...	...	.....
.....	1200.	Rents, Rates and Taxes—									.....
.....	1201.	Rent of buildings and lands for residential purposes	...	...	...	...	...	...	...	...	.....
.....	1203.	Rates and Taxes	...	...	...	...	...	...	...	...	.....
									Total 1200	...	.....
	1300.	Contributions to Provident Institution—			...	...	...	...	...	...	.....
12,432	1301.	Bonus	...	...	...	...	...	...	...	...	12,571
1,860	1400.	Gratuities—									.....
47	1401.	For good, efficient and faithful service	...	...	...	...	...	...	...	...	1,891
1,907	1402.	Other gratuities	...	...	...	...	...	...	...	...	13,455
.....	1500.	Compensation—							Total 1400	...	15,352
.....	1501.	Compensation under the Workmen's Compensation Act VIII of 1923							...	...	.....
.....	1600.	Educational Grants—									.....
.....	1610.	Railway schools	...	...	...	...	...	...	...	...	.....
.....	1611.	Gross expenditure	...	...	...	...	...	...	...	...	.....
.....	1612.	Less—grant of Local Governments, etc., and fees	...	...	...	...	...	...	...	...	.....
766	1620.	Grant-in-aid to other Schools	...	...	...	...	...	...	...	...	603
766									Total 1600	...	603
359	1700.	Health and Welfare Services—									.....
1	1701.	Sanitation and conservancy in Railway colonies and residential areas	...	...	...	...	...	...	...	...	410
.....	1702.	Lighting (other than electric) in Railway colonies and area	...	...	...	...	...	...	...	...	2
360	1705.	Miscellaneous	...	...	...	...	...	...	...	...	1
									Total 1700	...	413
	1800.	Publicity Expenses—	...	...	...	...	...	...	...	...	.....
28	1801.	Cost of Local Publicity office staff	...	...	...	...	...	...	...	...	.....
	1802.	Cost of Publicity and Advertisement	...	...	...	...	...	...	...	...	.....
28	1803.	Share of Central Publicity Office	...	...	...	...	...	...	...	...	384
38	1900.	Miscellaneous items—							Total 1800	...	384
525	1910.	Fire Protection of Railway Property	...	...	...	...	...	...	...	...	13
637	1920.	Expenses in connection with the Indian Railway Conference Association	...	...	...	...	...	...	...	...	818
—259	1930.	Miscellaneous contributions and grants	...	...	...	...	...	...	...	...	961
941	1940.	Sundry Losses or gains ("unpaid wages")	...	...	...	...	...	...	...	...	—284
16,486									Total 1900	...	1,508
									Total, General Administration	...	30,838
									III.—OPERATING EXPENSES.		
.....	3100.	Indian charges on stores excluding fuel, timber, spare boilers, wheels and axles Permanent way materials and Girders	...	...	...	...	...	...	...	...	.....
.....	3200.	Catering Department	...	...	...	...	...	...	...	...	.....
.....	3300.	Miscellaneous Expenses—	...	...	...	...	...	...	...	...	4,897
.....	3306.	Sundries	...	...	...	...	...	...	...	...	24
									Total, Operating Expenses	...	4,921
16,486									Total Abstract G.	...	35,759

No. XI—Concluded.
ABSTRACT H.—Concluded
Expenses of Electrical Department.

MARCH 1943.

MARCH 1944.

Amount.	PARTICULARS.										Amount.	
Rs. 1,521	Brought forward										Rs. 1,603	
4,418											5,693	
II.—REPAIRS AND MAINTENANCE.—(Concl'd.)												
2300. <i>Electric Communication Services.</i> —												
2310. Train Movement Instruments and Apparatus—												
.....	2311. Government Telegraph Department for rent, etc. ...										Wages	
2,532											Materials ... 12,806	
.....	2312. Direct Maintenance, wages and stores										Wages	
.....											Materials	
2320. Communication circuits and Apparatus—												
.....	2321. Government Telegraph Department and public telephone com-										Wages	
400	panies for rent, etc.										Materials	
623											Wages	
.....	2322. Direct Maintenance, wages and stores										Materials	
3,555	Total 200										12,806	
7,973	Total, Repairs and maintenance										18,499	
III.—OPERATING EXPENSES.												
.....	3100. <i>Electric Traction</i> ... ..										.....
3200. <i>General Services.</i> —												
3210. Supply of energy for Power and Lighting—												
2,208	3211. Lights and fans in steam trains										4,335	
1,258	3213. Service buildings, yards, stations, road lighting, etc.										2,110	
.....	3214. Staff Quarters ... ..										.....
538	3215. Miscellaneous installation other than main Workshops										13	
2,333	3216. Workshops (for Engi. Loco., Car., and Wag., Transportation)										2,038	
.....	3230. Miscellaneous Expenses										3,678	
6,337	Total 3200										12,174	
3300. <i>Communication Services.</i> —												
5,565	3310. Train Movement instruments and Apparatus										6,529	
.....	3320. Communication circuits and Apparatus—											
	3321. Pay, wages and allowances ... ..										.....
5,565	Total 3300										6,529	
11,902	Total, Operating Expenses										18,703	
IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND OR REPLACEMENT AND RENEWALS.												
4100. <i>Electric Traction.</i> —												
4110. Sub-stations—												
.....	4111. Workshop charges ... ..										.....
.....	4112. Other charges ... ..										.....
4120. Overhead equipment—												
.....	4121. Workshop charges ... ..										.....
.....	4122. Other charges ... ..										.....
2170. Credits for released materials												
										Total 4100	.....
4200. <i>General Services.</i> —												
.....	4210. Electric Plant and Equipments ... ..										.....
										Total 4200	.....
4300. <i>Communication Services</i>												
4340. Credit for released materials												—158
										Total, Replacements and Renewals	—158	
4400. Net Appropriation to Depreciation Reserve Fund												5,000
21,396	Total, Abstract H.										43,647	

No. XII.
ABSTRACTS OF EARNINGS.
ABSTRACT X.

MARCH 1943.

Coaching Earnings.

MARCH 1944.

Amount.	Traffic Mileage Fares.	FIRST CLASS.		SECOND CLASS.		INTER CLASS.		THIRD CLASS ORDINARY.		TOTAL.	
		24 Pies.		12 Pies.		4½ Pies.		3 Pies.		No.	Amount.
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Rs.	100. <i>Passengers—</i>		Rs.		Rs.		Rs.		Rs.		Rs.
5,72,280	113. Ordinary full fares ...	1,577	10,981	11,907	48,342	13,998	16,910	10,78,649	6,98,237	11,06,131	7,74,470
	120. Reduced fares—										
	121. Return tickets at reduced fares and week-end and holiday excursion tickets ...	5	46	1	4	...	...	36	64	42	114
935	122. Season tickets* ...	...	...	...	...	...	...	...	...	...	...
173		...	...	...	...	...	...	27	1,740	27	1,740
2,272	123. Other description of concession tickets ...	101	407	54	109	38	28	4,212	2,757	4,405	3,301
4,359	130. Military passengers ...	70	517	178	796	42	75	1,977	3,004	2,267	4,392
5,80,019	Total ...	1,753	11,951	12,140	49,251	14,078	17,013	10,84,901	7,05,802	11,12,872	7,84,017
	Previous year ...	1,229	10,146	7,108	29,362	7,429	9,417	8,49,291	5,31,094		
	Passenger-miles ...	94,249		7,45,236		6,85,599		4,39,38,545			
23,969	200. <i>Special trains and Reserved Carriages—</i>									...	35,901
11,361	300. <i>Luggage</i> ...	...	...	...	...	...	Ton Miles	...	...	66,947	10,880
35,204	400. <i>Parcels Traffic</i>									1,26,894	40,418
	500. <i>Other Coaching Traffic—</i>										
2,291	510. Rail and Road motor vehicles and carriages ...			...	...	...	No.	...	...	50	1,531
851	520. Live Stock by Passenger trains ...			...	...	...	...	...	...	...	1,323
3,142	Total—500							...	...	...	2,854
	600. <i>Transport of Post Office Mails—</i>										
...	610. Special postal trains ...	...	...	...	...	...	Train Miles	...	...	...	...
1,902	620. Hire and haulage of Postal Vans and Compartments ...	...	...	...	...	...	...	...	...	...	1,908
693	630. Post Office bags and Parcels by weight ...	...	...	...	...	...	Ton Miles	...	...	3,745	1,028
2,595	Total—600							...	...	...	2,936
	700. <i>Miscellaneous Coaching receipts—</i>										
1,615	710. Penalties levied for irregular travelling ...	...	...	...	...	...	...	...	...	...	2,153
1,094	720. Demurrage on Luggage and parcels: and receipts on account of left luggage—							...	...	...
	721. Demurrage ...	...	...	...	...	...	...	...	...	...	1,755
...	722. Left Luggage receipts ...	...	...	...	...	...	...	...	...	...	5
1,582	730. Sundry ...	...	...	...	...	...	...	...	...	...	1,708
4,291	Total—700							...	...	...	5,621
80,562	Total—Other Coaching Traffic ...	...	...	...	...	...	...	...	...	...	98,610
6,60,581	Total—Coaching Traffic	...	...	...	...	...	...	...	...	...	8,82,627
	800. <i>Refunds.</i>										
975	810. Refunds of Earnings collected—									...	...
	811. Overcharges.									...	—1,026
	812. Penalty levied for irregular travelling.									...	...
86	813. Demurrage on luggage and parcels and receipts on account of left luggage									...	...
1,061	Total—800							...	...	...	—1,026
6,59,520	Total Abstract X							...	...	...	8,81,601

1943	*No. of Season tickets	...	1944
...	First Class	...	...
...	Second Class	...	...
...	Inter Class	...	...
17	Third Class Ordinary	...	27
17	Total	...	27

No. XII.—Continued.

ABSTRACT Y.

Goods Earnings.

MARCH 1944.

MARCH 1943.

Amount.	Particulars.	No. of tons lifted.	Average rate per ton per mile.	Ton miles.	Amount.	Commodities.	Tons.	Amount.
Rs.								Rs.
	100. <i>Fuel.</i>					Rice in husk ...	1	4
	110. Coal and Coke—					Rice not in the husk.	154	784
2,227	111. For the public ...	736	4.33	54,270	1,223	Gram and pulse ...	2,096	10,947
...	112. For foreign Railways and Home line Construction ...	...	...	...	...	Wheat ...	1,088	4,952
5,565	120. Oil Fuel ...	243	20.97	23,856	2,606	Jowar and Bajra ...	19	64
4,972	130. Firewood and other fuel ...	4,341	13.11	1,09,774	7,493	Other grains ...	5,026	26,073
12,764	Total—100 ...	5,320	11.57	1,87,900	11,322	Marble and stone ...	12,284	39,482
4,32,153	200. <i>General Merchandise</i> ...	92,913	17.25	60,01,814	5,39,539	Salt ...	9,115	47,028
34,083	300. <i>Military Traffic</i> ...	3,139	7.93	3,73,495	15,438	Sugar, refined and unrefined ...	3,044	17,387
363	400. <i>Live Stock</i> ...	45	13.93	4,411	320	Wood, unwrought...	434	1,450
	500. <i>Railway Material (other than coal and coke)—</i>					Metallic Ores ...	388	1,886
	510. For foreign railways ...	1,269	5.38	1,26,390	3,544	Oil Seeds ...	1,680	14,232
...	520. For Home line Construction	...	...	...	...	Cotton, raw pressed.	2,682	34,591
...	Total—500 ...	1,269	5.38	1,26,390	3,544	Petrol (in bulk ...	264	3,94
	600. <i>Service Maintenance Materials & Stores—</i>					Kerosine oil (in bulk)	331	3,33
1,902	610. Coal and Coke ...	4,560	4.08	2,14,338	4,556	Molasses (in bulk)	1,023	4,50
423	620. Wood and patent fuel ...	7	2.21	174	2	Cotton, raw unpressed ...	271	3,12
189	630. Oil fuel ...	...	...	...	...	Cotton Manufactured	1,800	20,61
2,422	640. General Stores & Materials.	3,739	5.51	1,43,631	4,121	Fodder ...	153	5,60
4,936	Total—600 ...	8,306	4.65	3,58,143	8,679	Fruits and vegetables, fresh ...	946	4,5
4,84,299	Grand Total ...	1,10,992	15.76	70,52,152	5,78,842	Gur, Jagree, molasses etc. ...	1,991	15,3
	700. <i>Miscellaneous Goods Earnings—</i>					Jute, raw ...	...	...
740	710. Demurrage ...	...	...	...	2,625	Iron and steel, wrought ...	447	3,1
2,640	720. Wharfage and Storage ...	...	...	...	5,209	Kerosine oil (in tins)	224	2,1
60	730. Sundries ...	...	...	...	211	Petrol (in tins) ...	29	...
3,444	Total—700 ...	...	...	...	8,045	Tobacco ...	125	1,
4,87,743	Total ...	...	...	...	5,86,887	Provisions ...	4,263	24,
	800. <i>Refunds—</i>					Manures (all kinds).	...	...
	810. Refunds of earnings collected					Other commodities.	43,035	2,47
—1,181	811. Overcharges refunded due to difference ...	...	...	...	1,055			
—300	(i) In weight ...	...	...	...	267			
—2,055	(ii) In description ...	...	...	...	323			
	(iii) In rate or calculation ...	...	...	...	61			
	(iv) Others ...	...	...	...	
	812. Demurrage, wharfage and storage ...	...	...	...	...
—3,536	Total—800 ...	...	...	...	—1,706			
4,84,207	Total Abstract Y ...	...	...	...	5,85,181	Total ...	92,913	5,3

No. XIII.

Statement of Outstanding Earnings.

PARTICULARS.	OUTSTANDING ON.		Reasons for outstanding in previous Column.
	Last day of year.	Date of preparation of this statement.	
	Rs.	Rs.	
Due from the Central Government	1,465	507	
Due from the Postal Department ... ..	.....	.....
Due from the Telegraph Department... ..	4	4	
Due from the Defence Department	17,700	3,401	
Due from the Provincial Governments	300	281	
Due from the Mewar State Home Department	8,505	7,561	
Due from the Mewar State Medical Department ... ..	.....	.....
Due from the Police Department	1,522	.....
Due from the Forest Department ... ..	.....	.....
Due from the Military Department	4	.....
Due from the Jodhpur Government	20	.....
Due from the Bikaner Government	12,602	10,653	
Due from the Public Companies and Trades ... ..	.....	.....
Due from Other Railways ... ..	.....	.....
Due from the Construction Account ... ..	.....	.....
Due on account of carriage of Revenue Stores from Engineering Department	155	100	
Locomotive Department	3,562	514	
Carriage & Wagon Department ... ..	.....	.....
Traffic Department	26	26	
Stores Department	1,749	36	
Accounts Department ... ..	.....	.....
Agency MGR. ... ..	.....	.....
undries ... ..	.....	.....
Cash in transit ... ..	.....	.....
Station Outstandings	19,672	6,299	
Irrecoverable debits ... ..	.....	.....
Total	67,286	29,382	

Bills not yet accepted.

No. XVI.

Dr.	Account of Total Net Receipts.				Cr.
		Rs			Rs
To Net Earning, to end of previous year ...		89,82,353	By Amount Outstanding at debit of Traffic account ...		67,287
To Net Earnings for Current-year ...		6,10,407	By Amount Outstanding at debit of revenue Suspense :—		
To Foreign Railways ...		1,20,230	Miscellaneous Advances ...		2,49,321
To Traffic in Suspense ...		13,099	By Amount of Net receipts ...		94,09,481
Total ...		97,26,089	Total ...		97,26,089

No. XVIII.

Dr.	Revenue Balance Sheet.				Cr.
		Rs			Rs
To Deposits (Miscellaneous) ...		62,731	By Traffic Account ...		67,287
To Provident Fund, ...		2,73,679	By Miscellaneous Advance ...		2,49,321
To Foreign Railways ...		1,20,230	By Cash ...		6,235
To Traffic in Suspense ...		13,099	By Darbar on Revenue Account... ..		98,80,185
To Net Revenue Account ...		95,92,760			
Depreciation Reserve Fund ...		1,40,529			
Total ...		1,02,03,028	Total ...		1,02,03,028

No. XIX.**Depreciation Reserve Fund Account.**

	Particulars.							Amount.
1	Opening balance on the 1st April 1943 ...							Nil.
2	Contribution to the Fund during the year ...							1,40,529
3	Expenditure from the Fund during the year ...							
	(i) Renewals and replacements expenditure less credits for materials released from replacement and renewal work ...							Nil.
	(ii) Other Expenditure ...							Nil.
4	Balance on 31st March 1944 ...							1,40,529

MEWAR STATE RAILWAY.

CERTIFIED that the Capital and Revenue Accounts relating to the Mewar State Railway for the year ending 31st March 1944, compiled under the directions of the Manager, have to the best of my knowledge and belief, been correctly prepared.

C. G. SPURGEON,
AUDITOR.

Dated Udaipur the 28th June 1944.

CERTIFICATE RESPECTING THE PERMANENT WAY ETC.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs etc., have, during the past year, been maintained in good working condition and repair.

C. S. MEHTA,
MANAGER,

BRAHMA SINGH,
EXECUTIVE ENGINEER.

Dated Udaipur the 16th April 1944,

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

C. S. MEHTA,
MANAGER.

T. FINNIGAN,
LOCO. & CARRIAGE SUPERINTENDENT.


Dated Udaipur the 26th April 1944.

I hereby certify that the Permanent Way, Structures at Stations, Signalling and Interlocking, Block Instruments, Level Crossings, sub-ways, Bridges, Engines, Rolling Stock, Machinery and Plant, have been during the year ending 31st March 1944, maintained by the Mewar State Railway in good working order and repair for the public carriage of passengers.

BOMBAY,
Dated 29th April 1944.

K. B. LAL,
Government Inspector of Railways
Circle No. 5.

MEWAR STATE RAILWAY.


ANNUAL REPORT
1943-44.

SECTION III.
Analysis of Working
(*Statistical Statements.*)

<i>(i) Passenger carriages of uniform class.—</i>	
First Class Carriages...	{ 4-wheeled 6-wheeled Bogie
Second class carriages..	{ 4-wheeled 6-wheeled Bogie
Intermediate class carriages (without brake compartment).	{ 4-wheeled 6-wheeled Bogie

[illegible]

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1944 — COACHING STOCK.—*Metre-Gauge.—Continued.*

Description of Coaching Stock in serviceable order at the end of the year vide column 24.	Total seats by classes.					Average weight in tons of each description of vehicle.	Number of authorised and serviceable stock at the end of the previous.							Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.										26
	First.	Second.	Intermediate.	Third.	Berths.		Seats.	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
Type.	2	3	4	5	6	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (Columns 7+12-13.)	Authorised new stock not constructed at the end of the year (columns 8+12-16)	—Reduction in stock not yet constructed (column 8).	New additions (against columns 8 & 12).	Replacements (against columns 9 & 20).	Increase.	Decrease.	Transfer between classes or Groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i.e., stock referred to in column 10 condemned or sold.	Serviceable stock at the end of the year (columns 11+16+17+18-19-20-21+22-23).	Authorised stock condemned or sold awaiting replacement at the end of the year (columns 9+20-17—stock written off out of column 9).	Stock replaced but still running on the line at the end of the year (columns 10+22-23).		
1																												
(iv) (a) Military Cars ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(b) Ambulance Cars ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(v) Dining Cars	...	9 seats	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bogie	16.00	12 seats	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(vi) Saloon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(vii) Reserved carriages for public use.	8.75	8	...	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Passenger Carriages	...	45	92	58	2,780	60	...	...	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

[illegible]

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1943-44.

Sections of the Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1944.				TRACK MILEAGE OPEN ON 31ST MARCH 1944.				MILEAGE OPENED DURING THE YEAR 1943-44.						ROUTE MILEAGE AUTHORISED NOT OPENED FOR TRAFFIC ON 31ST MARCH 1944.				Classification.	Section.	Mileage.						
			Single line.	Double line.	Trebble lines, etc., as (detailed in foot note.)	Total.	Running Track.	Transportation Sidings.	Commercial Sidings.	Total.	Section.	Miles.	Whether the mileage opened is single, double, etc., or siding.	Traffic for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.		Under construction.										
																	Section.	Miles.	Section.	Miles.				Proportion of work completed on 31st March 1944.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25					
Mewar-State Railway. (1) Berach to Debari (2) Separate Station at Chitorgarh. (3) Debari to Udaipur (4) Mavli Jn. to Kankroli (5) Kankroli to Charbhuj Road. (6) Charbhuj Rd. to Khambli Ghat. (7) Khambli Ghat to Phulad.	Metre.	1-8-95	60-32	...	...	145-90	60-32	6-16	0-50	166-77	...	...	...	...	...	...	...	...	...	...	...	Indian State Line.	Berach to Chitorgarh.	1-44
		15-8-98	0-47		0-47	2-27		
		25-8-99	6-55		6-55	3-58	0-29		
		1-11-30	18-21		18-21	1-81	
		20-1-32	21-56		21-56	2-10	
		16-11-32	22-32	3-81
		4-2-36	13-47	0-29
Total	...	...	145-90	...	...	145-90	145-90	20-08	0-79	166-77	...	...	...	...	...	...	...	...	...	...	...	...	...	1-44

No. 12—Statement of Passenger Revenue Statistics for the Year 1943-44.

Item.	Heading.							Amount or Number.
	Passengers originating on home line, whether local or foreign (in hundreds)—							
12.01	1st Class	...	...	...	...	...	...	10
12.02	2nd Class	...	...	...	...	...	...	71
12.03	Intermediate Class	...	...	...	...	...	...	121
12.04	3rd Class	...	...	...	...	...	...	9,414
12.05	Total (12.01 to 12.04)	...	...	...	...	...	...	9,616
12.06	Other Traffic all classes	...	...	...	...	...	...	1,513
12.07	Total Items (12.05 and 12.06)	...	...	...	...	...	...	11,129
	Number of Passengers carried (in hundreds)—							
12.08	1st Class	...	...	...	...	...	...	18
12.09	2nd Class	...	...	...	...	...	...	121
12.10	Intermediate Class	...	...	...	...	...	...	141
12.11	3rd Class	...	...	...	...	...	...	10,849
12.12	Total Items (12.08 to 12.11)	...	...	...	...	...	...	11,129
	Passenger miles (in thousands)—							
12.13	1st Class	...	...	...	...	...	...	94
12.14	2nd Class	...	...	...	...	...	...	745
12.15	Intermediate Class	...	...	...	...	...	...	686
12.16	3rd Class	...	...	...	...	...	...	43,939
12.17	Total Items (12.13 to 12.16)	...	...	...	...	...	...	45,464
	Average number of miles a passenger was carried—							
12.18	1st Class	...	...	...	...	...	...	53.8
12.19	2nd Class	...	...	...	...	...	...	61.4
12.20	Intermediate Class	...	...	...	...	...	...	48.6
12.21	3rd Class	...	...	...	...	...	...	40.5
12.22	Total	...	...	...	...	...	...	40.8
	Earnings from passengers carried (in thousands)—							
12.23	1st Class	...	...	...	...	...	...	12
12.24	2nd Class	...	...	...	...	...	...	49
12.25	Intermediate Class	...	...	...	...	...	...	17
12.26	3rd Class	...	...	...	...	...	...	705
12.27	Total Items (12.23 to 12.26)	...	...	...	...	...	...	783
	Average rate (in pies) charged per passenger per mile—							
12.28	1st Class	...	...	...	...	...	...	24.35
12.29	2nd Class	...	...	...	...	...	...	12.69
12.30	Intermediate Class	...	...	...	...	...	...	4.76
12.31	3rd Class	...	...	...	...	...	...	3.08
12.32	Total	...	...	...	...	...	...	3.31
12.33	Total Parcel earnings (in thousands)	...	...	...	...	...	...	40
12.34	Other miscellaneous coaching earnings (in thousands)	...	...	...	...	...	...	59
12.35	Total other coaching earnings items (12.33 to 12.34)	...	...	...	...	...	...	99
12.36	Total coaching earnings (in thousands)	...	...	...	...	...	...	882

No. 13.—Statement of Goods Revenue Statistics.

Item.	Heading.	Amount or Number.
	Tons originating on Home line (whether local or foreign)—(in thousands)—	
13-01	Coal for the public	1
13-02	Coal for Foreign railways and Home line construction ..	...
13-03	Coal for Home line ... ..	...
13-04	Grain and oil seeds	7
13-05	Other commodities (including others revenue stores) ...	45
13-06	Total (Items 13-01 to 13-05)	53
13-07	Other traffic	58
13-08	Total (Items 13-06 to 13-07)	111
	No. of tons carried (in thousands)—	
13-09	Coal for the public	1
13-10	Coal for Foreign railways and Home line construction ...	...
13-11	Coal for Home line	5
13-12	Grain and oil seeds	8
13-13	Other commodities (including other revenue stores) ...	97
13-14	Total (Items 13-09 to 13-13)	111
13-15	Actual number of tons carried on the system (in thousands)	111
13-16	No. of tons terminating (in thousands)	36
13-17	No. of tons of cross traffic (in thousands)	22
	Net ton miles (in thousands)—	
13-18	Coal for the public	54
13-19	Coal for Foreign railways and Home line construction ...	...
13-20	Coal for Home line... ..	214
13-21	Grain and oil seeds ... ..	...
13-22	Other commodities (including other revenue stores) ...	6,784
13-23	Total (Items 13-18 to 13-22)	7,052
	Average miles a ton of goods was carried—	
13-24	Coal for the public	74
13-25	Coal for Foreign railways and Home line construction ...	...
13-26	Coal for Home line	47
13-27	Grain and oil seeds ... ..	...
13-28	Other commodities (including other revenue stores) ...	64
13-29	Total coal excluding coal for Home line	74
13-30	Total goods including coal	111

No. 13.—Statement of Goods Revenue Statistics.—(Concluded).

Item.	Heading.						Amount or Number.
	Earnings from goods carried (in thousands)—						
13·31	Coal for the public	...	...	...	...		1
13·32	Coal for Foreign railways and Home line construction	...	...	...	...		...
13·33	Coal for Home line	...	...	...	...		5
13·34	Grain and oil seeds	...	...	...	...		45
13·35	Other commodities (including other revenue stores)	...	...	...	...		534
13·36	Total (Items 13·31 to 13·35)	...	...	...	...		585
	Average rate (in pies) charged for carrying a ton of goods one mile—						
13·37	Coal for the public	...	...	...	...		4·33
13·38	Coal for Foreign railways and Home line construction	...	...	...	...		...
13·39	Coal for Home line	...	...	...	...		4·08
13·40	Grain and oil seeds	...	...	...	...		...
13·41	Other commodities (including other revenue stores)	...	...	...	...		16·22
13·42	Total coal excluding coal for Home line	...	...	...	...		4·33
13·43	Total goods including coal	...	...	...	...		5·77
13·44	Total other goods earnings (in thousands)—	...	...	...	...		8
13·45	Total goods earnings (in thousands)—	...	...	...	...		585
13·46	Total electric telegraph earnings (in thousands)	...	...	...	...		3
13·47	Total Sundry earnings (in thousands)	...	...	...	...		29
13·48	Total gross earnings (in thousands)	...	...	...	...		617
	Steam boat earnings (already included in respective coaching and goods earnings)—(excluding refunds, etc.) (in units)—						
13·49	Coaching	...	...	...	...		...
13·50	Goods	...	...	...	...		...
13·51	Total	...	...	...	...		...
13·52	Average miles a ton of total coal (including coal for Home line) was carried	...	...	...	...		46

No. 14.—Statement of Revenue Earnings and Expenses rated against selected units.

Items.	Heading.	Percentage or Amount.	Remarks.
	FINANCIAL RESULTS.		
14.01	Percentage of net earnings, (including Steamboat traffic) on capital outlay on lines open and partly open i. e. on the revenue earnings mileage ... Percent.	5.65	
14.03	Capital outlay per route mile ... Rs.	71,908	
14.04	Gross earnings (in thousands of Rupees) ... Rs.	1,499	
14.05	Gross earnings per mean mile worked	10,176.59	
14.06	Gross earnings per mean mile worked per week	195.70	
14.07	Gross earnings per train mile	7.92	
14.08	Total working expenses (in thousands of Rupees)	889	
14.09	Working expenses per mean mile worked per week	116.03	
14.10	Working expenses per train mile	4.70	
14.11	Net earnings (in thousands of Rupees)	610	
14.12	Net earnings per mean mile worked	4,142.85	
14.13	Net earnings per train mile	3.22	
14.14	Cost per 1,000 gross ton-miles (including weight of engine) ... ..	...
14.15	Percentage of total working expenses on total earnings. Percent.	59.29	
14.16	Percentage of total working expenses on total earnings, excluding, from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores. Percent.	59.05	
14.17	(Inclusive of Steamboat earnings and expenditure on the maintenance and working of Ferry steamers and Harbours). Percentage of total working expenses on total earnings. Percent.	59.29	

No.—17 Statement of Train and Engine Mileage.

Item.	Heading.	Number in thousands.
17.01	TRAIN MILES— Passenger	79
17.02	Goods—	
	(a) Main Line	40
	(b) Branch Line	10
	(c) Total	50
17.03	Mixed—	
	(a) Passenger Proportion... ..	32
	(b) Goods Proportion	17
	(c) Total	49
17.04	Passenger and Proportion of Mixed	111
17.05	Goods and Proportion of Mixed	67
17.06	Total (Items 17.04 and 17.05)	178
17.07	Departmental—	
	(a) Passenger and Total Mixed ... ..	...
	(b) Goods	11
	(c) Total [Items 17.07 (a) and 17.07 (b)]	11
17.08	Shunting Miles—	
	Passenger and Proportion of Mixed—	
	(a) Shunting Engines ... ..	...
	(b) Train Engines	34
	(c) Total	34
	Goods and Proportion of Mixed—	
	(d) Shunting Engines ... ..	...
	(e) Train Engines ... ..	...
	(f) Total ... ..	...
17.09	Other Engine Miles—	
	Passenger and Proportion of Mixed—	
	(a) Assisting required	7
	(b) Assisting not required ... ..	...
	(c) Light	3
	(d) Total Other [Items 17.09 (a) to 17.09 (c)]	10
	Goods and Proportion of Mixed—	
	(e) Assisting required ... ..	...
	(f) Assisting not required ... ..	...
	(g) Light ... ..	...
	(h) Siding ... ..	...
	(i) Total Other [Item 17.09 (e) to 17.9 (h)] ... ..	...
17.10	Departmental (including shunting)—	
	(a) Passenger and Total Mixed ... ..	...
	(b) Goods-Engineering ... ..	...
	(c) Total Goods ... ..	...
	(d) Total Departmental [Item 17.07 (c), 17.10 (a) and (c)]	11
17.11	Total Engine Miles—	
	(a) Traffic Engine Miles—	
	(i) Passenger and Proportion of Mixed	155
	(ii) Goods and Proportion of Mixed	67
	(b) Total including Departmental [17.10 (d), 17.11 (a) (i) and (ii)]	233

No. 25—Statement of Density of Traffic.

Item.	Heading.						Number
25·01	Passenger Miles per annum.—						
25·02	Per running track mile	...	...	...	...	...	301,155
	Per route mile	...	...	...	...	...	301,155
25·03	Net Ton-Miles per annum.—						
25·04	Per running track mile	...	...	...	...	...	69,912
	Per route mile	...	...	...	...	...	69,912
25·05	Gross Ton-Miles per annum.—						
25·06	Per running track mile	...	...	...	...	...	...
25·07	Per route mile	...	...	...	...	...	...
	Train miles per running track mile per day (including departmental)	...	...	...	...	...	3·55

No. 27 (a)—Statement of coal consumption by classes of coal.

Item.	Heading.						Amount or Number.
27 (a) ·01	Fuel consumed by locomotives.—						
27 (a) ·02	Foreign Coal	...	...	...	...	TONS.	Nil
27 (a) ·03	Indian Coal	...	...	...	...	"	5,762
27 (a) ·04	Wood	...	...	...	...	"	37
	Oil	...	...	...	...	"	.....
27 (a) ·05	Total (in terms of coal)	...	...	...	...	"	5,777
27 (a) ·06	Fuel consumed for all other purposes, such as, for pumping engines, workshops, steamers, etc.—						
27 (a) ·07	Foreign coal	...	...	...	...	"	Nil
27 (a) ·08	Indian coal	...	...	...	...	"	454
27 (a) ·09	Wood	...	...	...	...	"	Nil
	Oil fuel	...	...	...	...	"	Nil
27 (a) ·10	Total (in terms of coal)	...	...	...	...	"	454
27 (a) ·11	Total fuel consumed—						
27 (a) ·12	Foreign coal	...	...	...	...	"	Nil
27 (a) ·13	Indian coal	...	...	...	...	"	6,216
27 (a) ·14	Wood	...	...	...	...	"	37
	Oil fuel	...	...	...	...	"	.....
27 (a) ·15	Total (in terms of coal)	...	...	...	...	"	6,231
27 (a) ·16	Average cost per ton (at Pitsmouth of station of supply)—						
27 (a) ·17	Foreign coal	...	...	...	...	Rs.	Nil
27 (a) ·18	Indian coal	...	...	...	...	"	7·00
27 (a) ·19	Wood	...	...	...	...	"	8·00
	Oil Fuel	...	...	...	...	"	Nil
27 (a) ·20	Average cost per ton (including all freight, both rail and sea, from Pitsmouth or station of supply to engine shed from where issued to Locomotives)—						
27 (a) ·21	Foreign coal	...	...	...	...	"	Nil
27 (a) ·22	Indian coal	...	...	...	...	"	19·50
27 (a) ·23	Wood	...	...	...	...	"	8·00
	Oil fuel	...	...	...	...	"	Nil

N o 29.—Statement of Commodities.
(Figures in Hundreds.)

Item.	Commodity.	Quantity originating on home line whether local or Foreign.	Other Traffic.	Total.	Earnings from each Commodity.
		Tons.	Tons.	Tons.	Rs.
	FUEL—				
29-01	Coal and Coke and Patent fuel—				
29-02	For the Public	5	2	7	12
	For Foreign Railways and Home Line construction ... ..	...	...	...	...
29-03	Total ...	5	2	7	12
29-04	Oil fuel ... ..	...	2	2	26
29-05	Firewood and other fuel ...	43	...	43	75
	HEAVY MERCHANDISE—				
29-06	Rice in the husk ... ..	...	...	...	...
29-07	Rice not in the husk	2	...	2	8
29-08	Gram and Pulse	19	2	21	109
29-09	Wheat	11	...	11	50
29-10	Jawar and Bajra ... ..	...	...	...	1
29-11	Other grains	50	...	50	261
29-12	Marble and stone... ..	88	35	123	395
29-13	Salt	1	90	91	470
29-14	Sugar, refined and unrefined ...	17	14	31	174
29-15	Wood unwrought	2	2	4	15
29-16	Metallic Ores	4	...	4	19
29-17	Oil seeds	14	3	17	142
29-18	Cotton, raw, pressed	19	8	27	346
29-19	Petrol (in bulk) ... ..	...	3	3	39
29-20	Kerosine oil (in bulk) ... ..	...	3	3	33
29-21	Molasses (in bulk)	10	...	10	45
29-22	Total Heavy Merchandise ...	237	160	397	2,107
	LIGHT MERCHANDISE—				
29-23	Cotton, raw, unpressed ... ..	...	3	3	32
29-24	Cotton Manufactured	3	15	18	207
29-25	Fodder	2	...	2	56
29-26	Fruits & vegetables fresh ...	2	7	9	45
29-27	Gur, Jagree, Molasses, etc. (not in bulk)	20	...	20	154
29-28	Jute Raw ... ..	...	...	...	...
29-29	Jute Manufactured ... ..	...	...	...	...
29-30	Iron and steel wrought	1	3	4	35
29-31	Kerosine oil (in tins)	1	1	2	21
29-32	Petrol (in tins) ... ..	...	...	...	3
29-33	Tobacco	1	...	1	11
29-34	Provisions	32	11	43	249
29-35	Vegetable oils ... ..	...	...	...	...
29-36	TOTAL LIGHT MERCHANDISE ...	62	40	102	813
29-37	OTHER COMMODITIES	161	269	430	2,475
29-38	TOTAL GENERAL MERCHANDISE	460	469	929	5,395
29-39	Military Traffic	2	30	32	154
29-40	Live Stock ... ..	...	1	1	3
29-41	Railway Materials ... ..	...	13	13	36
	Materials and stores on Revenue Accounts—				
29-42	Fuel	4	42	46	46
29-43	General stores and materials ...	28	9	37	41
29-44	TOTAL ...	32	51	83	87
29-45	TOTAL ALL COMMODITIES ...	542	568	1,110	5,788

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SECTION IV.
(APPENDICES).

APPENDIX C.—Number and cost of Staff.

Item.	HEADING.	Open Line.				Construction.				Total.			
		Gazetted Officer.		Non-Gazetted Officer.		Gazetted Officer.		Non-Gazetted Officer.		Gazetted Officer.		Non-Gazetted Officer.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
1.01	Europeans— Previous year ...	...	...	...	...	...	...	...	...	...	...	...	...
1.02	Year under report ...	2	...	...	...	...	...	...	...	2	...	...	...
	Indians—	2	...	...	...	...	...	...	...	2	...	...	...
	(a) Hindus—												
	(i) Other than Depressed Classes—												
1.03	Previous year ...	...	...	580	...	...	...	...	...	...	...	580	...
1.04	Year under report ...	5	...	577	...	...	...	...	...	5	...	577	...
	(ii) Depressed Classes—												
1.05	Previous year ...	...	...	450	...	...	...	...	...	...	...	450	...
1.06	Year under report ...	...	...	447	...	...	...	...	...	...	...	447	...
	(b) Muslims—												
1.07	Previous year ...	...	...	119	...	...	...	...	...	...	...	119	...
1.08	Year under report ...	...	...	121	...	...	...	...	...	...	...	121	...
	(c) Anglo-Indian & Domiciled Europeans—												
1.09	Previous year ...	...	...	...	...	...	...	...	...	...	...	...	...
1.10	Year under report ...	...	...	...	...	...	...	...	...	...	...	...	...
	(d) Sikhs—												
1.11	Previous year ...	...	...	1	...	...	...	...	...	...	...	1	...
1.12	Year under report ...	...	...	1	...	...	...	...	...	...	...	1	...
	(e) Indian Christians—												
1.13	Previous year ...	...	...	12	...	...	...	...	...	...	...	12	...
1.14	Year under report ...	...	...	12	...	...	...	...	...	...	...	12	...
	(f) Parsis—												
1.15	Previous year ...	...	...	...	...	...	...	...	...	...	...	...	...
1.16	Year under report ...	...	...	...	...	...	...	...	...	...	...	...	...
	(g) Other Communities—												
1.17	Previous year ...	...	...	...	...	...	...	...	...	...	...	...	...
1.18	Year under report ...	...	...	...	...	...	...	...	...	...	...	...	...
	Total Indians—												
1.19	Previous year ...	5	...	1162	...	...	...	...	...	...	...	1162	...
1.20	Year under report ...	5	...	1158	...	...	...	...	...	...	...	1158	...
	Grand Total—												
1.22	Previous year ...	7	39420	1162	242996	...	...	...	...	7	39420	1162	242996
1.23	Year under report ...	7	40320	1158	249797	...	...	...	...	7	40320	1158	249797

APPENDIX D.

TABLE No. 1.

Number of persons reported during the year ending with the 31st March 1944, as killed or injured on the Me. S. Railway (open line) by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying as far as practicable, the nature and causes of the accidents occasioning the death or injury.

PASSENGERS.		SERVANTS.		OTHERS.		REMARKS.
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.		OTHER ACCIDENTS.		Total servants.		
1	From falling between trains and platforms.	1	Whist coupling or uncoupling vehicles.	1	Whist passing over the railway at level-crossing.	
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	2	By coming in contact, whilst riding on vehicles, during shunting with other vehicles, etc., standing on adjacent lines.	2	Whist attending to gates at level-crossings.	
3	Whist crossing the line at station.	3	Whist passing over or standing upon buffers during shunting.	3	Whist walking, crossing, or standing on the line on duty.	
4	By closing of carriage doors.	4	Whist getting on or off, or falling off engines, wagons, etc., during shunting.	4	From being caught between vehicles.	
5	Falling or jumping out of carriages during the travelling of trains.	5	Whist attending to ground points, marshalling trains, etc.	5	From falling or being caught between trains and platforms, walls, etc.	
6	Other accidents.	6	Whist moving vehicles by capstans, turn-tables props, etc., during shunting.	6	Whist walking, etc., on the line on the way home or to work.	
7	Total.	7	By other accident during shunting operations not included in the preceding.	7	Miscellaneous.	
		9 Total.		21 Total.		
		10 From falling off engines, etc., during the travelling of trains.		Total servants.		
		11 By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.		Whist passing over the railway at level-crossing.		
		12 When getting on or off engines, vans, etc., during the travelling of trains.		Trespassers.		
		13 Whist attending to or by the failure of machinery, etc., of engines in steam.		Suicides.		
		14 Whist working on the permanent-way, sidings etc.		Miscellaneous.		
		15 Whist attending to gates at level-crossings.		Total others.		
		16 Whist walking, crossing, or standing on the line on duty.		Total all classes.		
		17 From being caught between vehicles.				
		18 From falling or being caught between trains and platforms, walls, etc.				
		19 Whist walking, etc., on the line on the way home or to work.				
		20 Miscellaneous.				
		21 Total.				

Mewar State Rly.

Railway.

[illegible]

[illegible]

[illegible]

Return of persons (a) reported during the year ending which the 31st March 1944 as having been killed or injured on the Me. S. Railway by accidents in which the movement of vehicles used exclusively upon Railways was not concerned.

[illegible]

N. B.—Accidents entered in Table No. 4 are not to be entered in any other tables of the return.

	Number of accidents.	SERVANTS.		OTHERS.	
		Killed.	Injured.	Killed.	Injured.
1. In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered)
2. On new works not opened for traffic
3. On lines under construction
4. On lines not used for the public carriage of passengers, animals and goods
5. The Steamers or flats working in corelation with the Railway
Total

APPENDIX E.

Statement of Rolling Stock Fitted with Automatic Brakes, Vehicles Lighted by Gas or Electricity & Lower Class Carriages Provided with Latrine Accommodation on the 31st March 1944.

Item.	Heading.	Number or percen
1	Gauge	Metre.
	<i>Locomotives—</i>	
2·01	Total number	17
2·02	Number fitted with automatic brakes	17
2·03	Percentage of total	100·00
	<i>Coaching vehicles (including brake-vans used exclusively on passenger service)—</i>	
3·01	Total number	82
3·02	Number braked	69
3·03	Percentage of total	84·14
3·04	Number piped	8
3·05	Percentage of total	9·75
	<i>Goods wagons (including brake-vans used indiscriminately on passenger, mixed or goods service but excluding cranes and their dummy trucks)—</i>	
4·01	Total number	126
4·02	Number braked	1
4·03	Percentage of total	·79
4·04	Number piped	15
4·05	Percentage of total	11·9
	<i>Passenger vehicles—</i>	
5·01	Total number	58
5·02	Number fitted for lighting with gas	Nil
5·03	Percentage of total	Nil
5·04	Number fitted for lighting with electricity	58
5·05	Percentage of total	100·00
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
6·01	Total number	1
6·02	Number provided with latrine accommodation	1
6·03	Percentage of total	100·00
	<i>Third class—</i>	
6·04	Total number	38
6·05	Number provided with Latrine accommodation	38
6·06	Percentage of total	100·00
	<i>Composites containing intermediate or third class accommodation—</i>	
6·07	Total number	Nil
6·08	Number provided with latrine accommodation	Nil
6·09	Percentage of total	Nil
6·10	Total number of lower class carriages	39
6·11	Number provided with latrine accommodation	39
6·12	Percentage of total number	100·00

